

# NACOmatic

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OK Min Alt#1	-	5	MIO	-	246
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1F0	-	63	O53	-	243
1F4	-	231	OJA	-	418
1K4	-	184	OKC	-	273
1O8	-	382	OKM	-	325
2K4	-	234	OUN	-	256
2O8	-	205	OWP	-	353
3F7	-	86	PNC	-	336
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6K4	-	170	PWA	-	291
80F	-	60	RCE	-	301
ADH	-	27	RKR	-	341
ADM	-	67	RQO	-	131
AVK	-	58	RVS	-	385
AXS	-	32	SNL	-	361
BFK	-	89	SRE	-	358
BKN	-	80	SWO	-	370
BVO	-	74	TIK	-	308
CHK	-	96	TQH	-	378
CLK	-	107	TUL	-	393
CQB	-	92	WDG	-	163
CSM	-	111	WWR	-	421
CUH	-	118			
DUA	-	126			
DUC	-	121			
ELK	-	137			
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F10	-	202			
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FSI	-	172			
GCM	-	102			
GMJ	-	189			
GOK	-	193			
GUY	-	198			
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BARTLESVILLE	BVO	-	74	PRYOR	.....	H71	-	348
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HOBART	HBR	-	208					
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IDABEL	404	-	218					
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LEXINGTON	HMY	-	226					
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**INSTRUMENT APPROACH PROCEDURE CHARTS**

**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**
**ADA, OK**

ADA MUNI ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

NA when local weather not available.

**ALTUS, OK**

ALTUS/QUARTZ  
MOUNTAIN RGNL ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR-A**  
**VOR-B<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>NA when KLTS ATCT closed.

**ARDMORE, OK**

ARDMORE MUNI ..... **ILS or LOC Rwy 31<sup>13</sup>**  
**VOR-B<sup>2</sup>**

<sup>1</sup>ILS, Category B, 700-2; Category C, 800-2;  
Category D, 800-2½. LOC, Category D,  
800-2½.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>NA when control tower closed.

**BARTLESVILLE, OK**

BARTLESVILLE MUNI ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR Rwy 17**  
**VOR/DME Rwy 35**

NA when local weather not available.

Category D, 800-2½.

**BATESVILLE, AR**

BATESVILLE RGNL ..... **RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 25**

NA when local weather not available.

**BLACKWELL, OK**

BLACKWELL-  
TONKAWA MUNI ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR-A**

NA when local weather not available.

**NAME ALTERNATE MINIMUMS**
**BLYTHEVILLE, AR**

ARKANSAS INTL ..... **VOR Rwy 18**  
**VOR Rwy 36**

NA when using Blytheville Muni altimeter  
setting.

BLYTHEVILLE MUNI ..... **RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**CLAREMORE, OK**

CLAREMORE RGNL ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

NA when local weather not available.

**CLINTON, OK**

CLINTON-SHERMAN .... **ILS or LOC Rwy 17R<sup>12</sup>**  
**RNAV (GPS) Rwy 17R<sup>34</sup>**  
**RNAV (GPS) Rwy 35L<sup>34</sup>**  
**VOR Rwy 35L<sup>15</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category E, 700-2½. LOC, Category E,  
800-2½.

<sup>3</sup>Category E, 800-2½.

<sup>4</sup>NA when local weather not available.

<sup>5</sup>Category E, 800-2½.

CLINTON RGNL ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR/DME-A**

NA when local weather not available.

**CUSHING, OK**

CUSHING MUNI ..... **NDB Rwy 36**  
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**DEQUEEN, AR**

J. LYNN HELMS  
SEVIER COUNTY ..... **RNAV (GPS) Rwy 8**  
NA when local weather not available.

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# ALTERNATE MINS

M2



NAME ALTERNATE MINIMUMS

## DUNCAN, OK

HALLIBURTON FIELD ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR Rwy 35

NA when local weather not available.  
Category D, 800-2¼.

## DURANT, OK

EAKER FIELD ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

## EL DORADO, AR

SOUTH ARKANSAS RGNL AT  
GOODWIN FIELD ..... VOR Rwy 22  
NA when control zone not in effect.

## EL RENO, OK

EL RENO RGNL ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR/DME Rwy 35

NA when local weather not available.

## ENID, OK

ENID  
WOODRING RGNL ..... ILS or LOC Rwy 35<sup>1</sup>  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR Rwy 17  
VOR Rwy 35

NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

## FAYETTEVILLE, AR

DRAKE FIELD ..... LDA/DME Rwy 34<sup>134</sup>  
LOC Rwy 16<sup>23</sup>  
RNAV (GPS) Rwy 16<sup>24</sup>  
RNAV (GPS) Rwy 34<sup>45</sup>  
VOR-A<sup>24</sup>  
VOR/DME-B<sup>2</sup>

<sup>1</sup>LDA/GS, Category A, B, 800-2; Category C, 800-2½. LDA, Category C, 800-2½.  
<sup>2</sup>Category C, 800-2¼; Category D, 1100-3.  
<sup>3</sup>NA when control tower closed.  
<sup>4</sup>NA when local weather not available.  
<sup>5</sup>Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1100-3.

## FAYETTEVILLE/SPRINGDALE/

## ROGERS, AR

NORTHWEST  
ARKANSAS RGNL .... ILS or LOC/DME Rwy 16  
ILS or LOC/DME Rwy 34  
RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## FLIPPIN, AR

MARION COUNTY  
RGNL ..... RNAV (GPS) Rwy 4<sup>1</sup>  
RNAV (GPS) Rwy 22  
VOR-A

NA when local weather not available.

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½.

## FORT SMITH, AR

FORT SMITH RGNL ..... ILS or LOC Rwy 7<sup>1</sup>  
ILS or LOC Rwy 25<sup>1</sup>  
NDB Rwy 25<sup>2</sup>  
RADAR-1<sup>3</sup>  
RNAV (GPS) Rwy 1<sup>2</sup>  
RNAV (GPS) Rwy 7<sup>3</sup>  
RNAV (GPS) Rwy 25<sup>3</sup>  
VOR/DME or TACAN Rwy 7<sup>3</sup>  
VOR or TACAN Rwy 25<sup>3</sup>

NA when control tower closed.

<sup>1</sup>ILS, Categories A, B, C, 700-2; Category D, 700-2¼; Category E, 800-2½. LOC, Category D, 800-2¼; Category E, 800-2½.

<sup>2</sup>Category D, 800-2¼.

<sup>3</sup>Category D, 800-2¼; Category E, 800-2½.

## FREDERICK, OK

FREDERICK RGNL ..... RNAV (GPS) Rwy 35  
NA when local weather not available.

## GUTHRIE, OK

GUTHRIE-EDMOND  
RGNL ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
NA when local weather not available.

## HARRISON, AR

BOONE COUNTY ..... RNAV (GPS) Rwy 36  
NA when local weather not available.

## HOBART, OK

HOBART RGNL ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR Rwy 35

NA when local weather not available.

## HOT SPRINGS, AR

MEMORIAL FIELD ..... VOR Rwy 5<sup>1</sup>  
ZAPLE VOR Rwy 5

NA when local weather not available.

<sup>1</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

## JONESBORO, AR

JONESBORO MUNI ..... ILS or LOC Rwy 23  
RNAV (GPS) Rwy 23  
RNAV (GPS) Rwy 31  
VOR Rwy 23

NA when local weather not available.

SC-1

# ALTERNATE MINS



# ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS  
**LAWTON, OK**  
 LAWTON-FORT SILL  
 RGNL ..... ILS or LOC Rwy 35  
 VOR Rwy 35  
 NA when control tower closed.

**LITTLE ROCK, AR**  
 ADAMS FIELD ..... ILS or LOC Rwy 4L<sup>1</sup>  
 ILS or LOC Rwy 4R<sup>2</sup>  
 ILS or LOC Rwy 22R<sup>14</sup>  
 ILS or LOC Rwy 22L<sup>14</sup>  
 RADAR-1<sup>3</sup>  
 RNAV (GPS) Rwy 4L<sup>34</sup>  
 RNAV (GPS) Rwy 4R<sup>34</sup>  
 RNAV (GPS) Rwy 22L<sup>34</sup>  
 RNAV (GPS) Rwy 22R<sup>34</sup>  
 VOR-A<sup>3</sup>

<sup>1</sup>ILS, Category C, 700-2; Category D, 1000-3.

LOC, Category D, 1000-3.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.

<sup>3</sup>Category D, 1000-3.

<sup>4</sup>NA when local weather not available.

**MC ALESTER, OK**  
 MC ALESTER RGNL ..... RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 20  
 NA when local weather not available.

**MONTICELLO, AR**  
 MONTICELLO MUNI/  
 ELLIS FIELD ..... RNAV (GPS) Rwy 3  
 RNAV (GPS) Rwy 21  
 VOR-A  
 NA when local weather not available.

**MOUNTAIN HOME, AR**  
 OZARK RGNL ..... ILS or LOC/DME Rwy 5  
 RNAV (GPS) Rwy 5  
 RNAV (GPS) Rwy 23  
 VOR-A  
 NA when local weather not available.

**MUSKOGEE, OK**  
 DAVIS FIELD ..... RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 13<sup>1</sup>  
 RNAV (GPS) Rwy 22  
 RNAV (GPS) Rwy 31<sup>1</sup>  
 NA when local weather not available.  
<sup>1</sup>Category E, 1000-3.

**NEWPORT, AR**  
 NEWPORT MUNI ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36  
 NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**NORMAN, OK**  
 UNIVERSITY OF OKLAHOMA  
 WESTHEIMER ..... ILS or LOC Rwy 17<sup>1</sup>  
 NDB Rwy 3<sup>23</sup>  
 NDB Rwy 35<sup>23</sup>  
 RNAV (GPS) Rwy 3<sup>2</sup>  
 RNAV (GPS) Rwy 17<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 800-2¼.

**OKLAHOMA CITY, OK**  
 CLARENCE E.  
 PAGE MUNI ..... RNAV (GPS) Rwy 17R  
 RNAV (GPS) Rwy 35L  
 VOR-B

NA when local weather not available.

WILEY POST ..... ILS or LOC Rwy 17L<sup>1</sup>  
 RNAV (GPS) Rwy 17L  
 RNAV (GPS) Rwy 35R

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

WILL ROGERS WORLD .. ILS or LOC Rwy 17L<sup>1</sup>  
 ILS or LOC Rwy 17R<sup>1</sup>  
 ILS Rwy 35R<sup>1</sup>  
 ILS or LOC/DME Rwy 35L<sup>1</sup>  
 RADAR-1<sup>1</sup>  
 VOR Rwy 17L<sup>2</sup>

<sup>1</sup>Category E, 1000-3.

<sup>2</sup>Categories A,B, 1100-2; Categories C,D,E, 1100-3.

**OKMULGEE, OK**  
 OKMULGEE RGNL ..... RNAV (GPS) Rwy 18  
 NA when local weather not available.

**PAULS VALLEY, OK**  
 PAULS VALLEY MUNI ..... RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35<sup>1</sup>  
 NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.

**PONCA CITY, OK**  
 PONCA CITY RGNL ..... RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35  
 NA when local weather not available.

**ROGERS, AR**  
 ROGERS MUNI-  
 CARTER FIELD ..... RNAV (GPS) Rwy 20<sup>1</sup>  
 VOR Rwy 2<sup>2</sup>  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.

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# ALTERNATE MINS

M4



NAME ALTERNATE MINIMUMS  
**RUSSELLVILLE, AR**  
 RUSSELLVILLE RGNL ..... RNAV (GPS) Rwy 7  
 Category D, 900-2¼.

**SEARCY, AR**  
 SEARCY MUNI ..... RNAV (GPS) Rwy 1  
 RNAV (GPS) Rwy 19  
 NA when local weather not available.

**SEMINOLE, OK**  
 SEMINOLE MUNI ..... RNAV (GPS) Rwy 16  
 NA when local weather not available.

**SHAWNEE, OK**  
 SHAWNEE RGNL ..... RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35  
 NA when local weather not available.

**SILOAM SPRINGS, AR**  
 SMITH FIELD ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36  
 VOR-A  
 NA when local weather not available.

**STILLWATER, OK**  
 STILLWATER RGNL ..... ILS or LOC Rwy 17<sup>1</sup>  
 NDB Rwy 17<sup>2</sup>  
 RNAV (GPS) Rwy 17<sup>2</sup>  
 RNAV (GPS) Rwy 35<sup>2</sup>  
 VOR Rwy 17<sup>2</sup>  
 VOR/DME Rwy 35<sup>2</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.

**STUTTGART, AR**  
 STUTTGART MUNI ..... RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 27  
 RNAV (GPS) Rwy 36  
 NA when local weather not available.

**TAHLEQUAH, OK**  
 TAHLEQUAH MUNI ..... RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35  
 NA when local weather not available.

**TEXARKANA, AR**  
 TEXARKANA RGNL/  
 WEBB FIELD ..... ILS or LOC Rwy 22<sup>1,2</sup>  
 LOC BC Rwy 4<sup>1</sup>  
 RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 22  
 RNAV (GPS) Rwy 31  
 VOR Rwy 13  
 NA when local weather not available.  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category D, 700-2.

NAME ALTERNATE MINIMUMS  
**TULSA, OK**  
 RICHARD LLOYD  
 JONES, JR. .... ILS or LOC Rwy 1L<sup>1</sup>  
 RNAV (GPS) Rwy 1L  
 VOR/DME-A

NA when local weather not available.  
<sup>1</sup>ILS, 700-2. ILS, LOC, NA when control tower closed.

TULSA INTL ..... ILS or LOC Rwy 18L<sup>1</sup>  
 ILS or LOC Rwy 18R<sup>2</sup>  
 ILS or LOC Rwy 36R<sup>3</sup>  
 RNAV (GPS) Rwy 8<sup>4</sup>  
 RNAV (GPS) Rwy 18L<sup>5</sup>  
 RNAV (GPS) Y Rwy 18R<sup>5</sup>  
 RNAV (GPS) Y Rwy 26<sup>5</sup>  
 RNAV (GPS) Rwy 36R<sup>5</sup>  
 VOR/DME Rwy 8<sup>5</sup>  
 VOR or TACAN Rwy 26<sup>5</sup>

<sup>1</sup>ILS, Category D, 700-2; Category E, 700-2¼.  
 LOC, Category E, 800-2¼.  
<sup>2</sup>ILS, Category D, 700-2.  
<sup>3</sup>ILS, Categories A, B, C, D, 700-2. LOC,  
 Category E, NA.  
<sup>4</sup>Category D, 800-2¼; Category E, 800-2¼.  
<sup>5</sup>Category E, 800-2¼.

**WEST MEMPHIS, AR**  
 WEST MEMPHIS MUNI ... RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35  
 NA when local weather not available.

**WOODWARD, OK**  
 WEST WOODWARD ..... RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35  
 VOR/DME-A  
 NA when local weather not available.  
 Category D, 800-2¼.

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# ALTERNATE MINS

M4

SC-1



# RADAR MINS

10266

## RADAR INSTRUMENT APPROACH MINIMUMS

**ALTUS AFB (KLTS), OK (Amdt 3, 10210 USAF)**

**ELEV 1382**

**RADAR<sup>1</sup> - Ctc APP CON (E) 125.1 257.725** 


	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR <sup>2</sup>	17R <sup>3,4</sup>		AB	1740/24	361	(400-½)
			CDE	1740/35	361	(400- <sup>5</sup> / <sub>8</sub> )
	17L <sup>3,4</sup>		AB	1740/24	358	(400-½)
			CDE	1740/30	358	(400- <sup>5</sup> / <sub>8</sub> )
	35R <sup>5</sup>		AB	1740/24	386	(400-½)
			CDE	1740/35	386	(400- <sup>5</sup> / <sub>8</sub> )
	35L <sup>5</sup>		AB	1760/24	414	(400-½)
			CDE	1760/40	414	(400-¾)
CIR <sup>6</sup>	All Rwy		A	1780-1	398	(400-1)
			B	1840-1	458	(500-1)
			C	1840-1½	458	(500-1½)
			D	1940-2	558	(600-2)
			E	1980-2	598	(600-2)

<sup>1</sup>Opr 1500-2300Z++ Mon-Fri, clsd wkend and hol. <sup>2</sup>No-NOTAM preventive maint sked: ASR 1100-1330++ Mon-Fri. <sup>3</sup>Stepdown fix 2 NM fr rwy thld. <sup>4</sup>When ALS inop, increase RVR all CATs to 55 and vis to 1 mile. <sup>5</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles. <sup>6</sup>Circling not authorized W of Rwy 17R-35L.

## FAYETTEVILLE, AR DRAKE FIELD

Orig-A, APR 21, 1997 (FAA)

**ELEV 1251**

**RADAR- 121.0 244.57** 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	16		A	2060-1	809	(900-1)	B	2060-1¼	809	(900-1¼)
			C	2060-2¼	809	(900-2¼)	D	2060-2½	809	(900-2½)
CIRCLING			A	2060-1	809	(900-1)	B	2060-1¼	809	(900-1¼)
			C	2060-2¼	809	(900-2¼)	D	2300-3	1049	(1100-3)

Circling NA East of runway 16-34.

Inoperative table does not apply.

SC-1

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

10266

N1

21 OCT 2010 to 18 NOV 2010

# RADAR MINS

10266

## RADAR INSTRUMENT APPROACH MINIMUMS

### FORT SMITH, AR

Amdt 8B, AUG 28, 2008 (FAA)

ELEV 469

### FORT SMITH RGNL

RADAR - 120.9 343.75 ▽ ▲

		HAT/ HATh/				HAT/ HATh/				
	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAA	CEIL-VIS
ASR	25		AB	1040/24	594	(600-½)	C	1040/50	594	(600-1)
			D	1040/60	594	(600-1¼)	E	1040-1½	594	(600-1½)
	1		AB	1140-1	692	(700-1)	C	1140-2	692	(700-2)
			D	1140-2¼	692	(700-2¼)	E	1140-2½	692	(700-2½)
	7		AB	1200-½	731	(800-½)	C	1200-1½	731	(800-1½)
			D	1200-1¾	731	(800-1¾)	E	1200-2	731	(800-2)
CIRCLING			AB	1200-1	731	(800-1)	C	1200-2	731	(800-2)
			D	1200-2¼	731	(800-2¼)	E	1200-2½	731	(800-2½)

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.

Circling Cat E NA when R-2401B active.

### HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA)

ELEV 1187

RADAR - (E) 120.55 322.4 ▽ ▲ NA

				DH/ MDA-VIS	HAT/ HATH/ HAA	
	RWY	GS/TCH/RPI	CAT			CEIL-VIS
PAR	35	3.0°/48/918	AB	1388/24	200	(200-½)
			CDE	1388/40	200	(200-¾)
ASR	17	3.0°/42/809	ABCDE	1388-¾	200	(200-¾)
	35		ABC	1540/40	352	(400-¾)
			DE	1540/50	352	(400-1)
	17		AB	1660-1	472	(500-1)
			C	1660-1¼	472	(500-1¼)
			D	1660-1½	472	(600-1½)
			E	1660-1¾	472	(500-1¾)
CIR¹	17-35		AB	1680-1	492	(500-1)
			C	1680-1½	492	(500-1½)
			D	1740-2	552	(600-2)
			E	1780-2	592	(600-2)

<sup>1</sup>Cat E cir not auth W of Rwy 17-35.

### LAWTON, OK

AMDT.4A, JAN 10, 2000 (FAA)

ELEV 1110

### LAWTON-FORT SILL RGNL

RADAR 1 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ HAT/ HATH/		CEIL-VIS	CAT	DA/ HAT/ HATH/		CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	35		ABC	1560-¾	471	(500-¾)	D	1560-1	471	(500-1)
CIRCLING			AB	1600-1	490	(500-1)	C	1620-1½	510	(600-1½)
			D	1680-2	570	(600-2)				

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## RADAR INSTRUMENT APPROACH MINIMUMS

### RADAR MINS

10266

N2

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

# RADAR MINS

10266

## RADAR INSTRUMENT APPROACH MINIMUMS

### LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA)

ELEV 1110

### LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4


	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	17		AB	1620-1	510	(600-1)	CD	1620-1½	510	(600-1½)
CIRCLING			AB	1620-1	510	(600-1)	C	1620-1½	510	(600-1½)
			D	1680-2	570	(600-2)				

### LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA)

ELEV 262

### ADAMS FIELD

RADAR-1 - 135.4 291.775 353.6 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	4R		ABC	720/40	460	(500-¾)	D	720/50	460	(500-1)
	4L		AB	780/40	522	(500-¾)	C	780/50	522	(600-1)
			D	780/60	522	(600-1¼)				
	18		AB	720-1	462	(500-1)	C	720-1¼	462	(500-1¼)
			D	720-1½	462	(700-1½)				
	22R		AB	740/24	478	(500-½)	C	740/40	478	(500-¾)
			D	740/50	478	(500-1)				
	22L		AB	740/40	480	(500-¾)	C	740/60	480	(500-1¼)
			D	740-1½	480	(500-1½)				
	36		AB	780-1	523	(600-1)	C	780-1½	523	(600-1½)
			D	780-1¾	523	(600-1¾)				
CIRCLING			AB	780-1	518	(600-1)	C	880-1¾	618	(700-1¾)
			D	1180-3	918	(1000-3)				


For inoperative MALS increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

### OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA)

ELEV 1299

### WILEY POST

RADAR - 124.6 266.8 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	35R		AB	1840-1	541	(600-1)	C	1840-1½	541	(600-1½)
			D	1840-1¾	541	(600-1¾)				
CIRCLING			AB	1840-1	541	(600-1)	C	1840-1½	541	(600-1½)
			D	1880-2	581	(600-2)				

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## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

10266

N3

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

## RADAR INSTRUMENT APPROACH MINIMUMS

## OKLAHOMA CITY, OK

Amdt. 20A, OCT 30, 2002 (FAA)

ELEV 1295

## WILL ROGERS WORLD

RADAR - 124.6 266.8 **A**

	RWY	GS/TCH/RP/CAT	HAT/ HATH/ MDA-VIS HAA			CAT	HAT/ HATH/ MDA-VIS HAA		
			DA/	CEIL-VIS			DA/	CEIL-VIS	
ASR	35R	ABC	1680/40	386 (400-¾)		DE	1680/50	386 (400-1)	
	17L	ABCDE	1680/60	394 (400-1¼)					
	17R	ABC	1680-¾	398 (400-¾)		DE	1680-1	398 (400-1)	
	35L	ABCDE	1680-1¼	403 (400-1¼)					
CIRCLING		AB	1760-1¼	465 (500-1¼)	C		1760-1½	465 (500-1½)	
		D	1860-2	565 (600-2)	E		2240-3	945 (1000-3)	

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.

Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

## TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF)

ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 **V**

				DH/ MDA-VIS	HAT/ HATh/ HAA	
ASR	RWY 35 <sup>1</sup>	GS/TCH/RPI	CAT			CEIL-VIS
			A	1940/24	649	(700-½)
			B	1940/40	649	(700-¾)
			C	1940/60	649	(700-1¼)
			D	1940-1½	649	(700-1½)
			E	1940-1¾	649	(700-1¾)
	17 <sup>2</sup>		A	2000/40	733	(800-¾)
			B	2000/50	733	(800-1)
			C	2000-1¾	733	(800-1¾)
			D	2000-2	733	(800-2)
			E	2000-2¼	733	(800-2¼)
CIR <sup>3</sup>	35		A	1940-1	649	(700-1)
			B	1940-1¼	649	(700-1¼)
			C	1940-1¾	649	(700-1¾)
			D	1980-2¼	689	(700-2¼)
			E	2040-2¾	749	(800-2¾)
	17		A	2000-1	709	(800-1)
			B	2000-1¼	709	(800-1¼)
			C	2000-2	709	(800-2)
			D	2000-2¼	709	(800-2¼)
			E	2040-2¾	749	(800-2¾)

<sup>1</sup>When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. <sup>2</sup>When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, and CAT E vis to 2½ miles. <sup>3</sup>CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

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## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS



# RADAR MINS

10266

## RADAR INSTRUMENT APPROACH MINIMUMS

### TULSA, OK TULSA INTL

Amdt.17D, MAY 16, 2000 (FAA)

ELEV 677

RADAR - 124.0 338.3 ▽

	RWY	GS/TCH/RP	CAT	DA/	HAT/ HATH/	CEIL-VIS	CAT	DA/	HAT/ HATH/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	26			AB	1060-1	409 (400-1)	CD	1060-1½	409	(400-1½)
				E	1060-1½	409 (400-1½)				
	18R			AB	1080-1	413 (500-1)	CD	1080-1½	413	(500-1½)
				E	NA					
	18L			AB	1080/24	439 (500-½)	C	1080/40	439	(500-¾)
				DE	1080/50	439 (500-1)				
	8			AB	1120-1	449 (500-1)	C	1120-1½	449	(500-1½)
				DE	1120-1½	449 (500-1½)				
	36R			AB	1140/24	490 (500-½)	C	1140/40	490	(500-¾)
				DE	1140/50	490 (500-1)				
	36L			AB	1180-1	503 (600-1)	CD	1180-1½	503	(600-1½)
				E	NA					
CIRCLING				AB	1180-1	503 (600-1)	C	1180-1½	503	(600-1½)
				D	1300-2	623 (700-2)				

Category E circling not authorized south of runway 8-26.

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## RADAR INSTRUMENT APPROACH MINIMUMS

### RADAR MINS

10266

N5

21 OCT 2010 to 18 NOV 2010

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ADA, OK

ADA MUNI (ADH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17**, 300-1¼ or std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 13**, bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17**, tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31**, trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on a mom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35**, trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME TAKE-OFF MINIMUMS

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

ORIG 09267 (FAA)

NOTE: **Rwy 35**, terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)

ALTUS, OK . . . . .09295

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

ALVA, OK

ALVA RGNL

DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on runway heading to 2000 before turning.

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**ARDMORE, OK**

ARDMORE DOWNTOWN EXECUTIVE (1F0)  
AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or std. with a min. climb of 344' per NM to 1200.

NOTE: **Rwy 17**, vehicles on road, 658' from DER, left and right of centerline up to 15' AGL/862' MSL. Trees beginning 25' from DER 258' left of centerline up to 61' AGL/880' MSL. Trees beginning 239' from DER, 180' right of centerline up to 32' AGL/886' MSL. **Rwy 35**, hopper 5781' from DER, 1444' left of centerline, 214' AGL/1091' MSL. Multiple trees and poles beginning 82' from DER, 34' left of centerline, up to 78' AGL/941' MSL. Multiple trees and poles beginning 256' from DER, 40' right of centerline, up to 99' AGL/941' MSL.

**ARDMORE MUNI (ADM)**

AMDT 1A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-2¼ or std. with a min. climb of 230' per NM to 1600. **Rwy 35**, 500-2¼ or std. with a min. climb of 300' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 354° to 1400 before proceeding on course.

NOTE: **Rwy 17**, trees beginning 1692' from DER 288' left of centerline, up to 100' AGL/789' MSL. Trees 527' from DER, 362' right of centerline, up to 100' AGL/248' MSL. Trees beginning 1910' from DER, 184' right of centerline, up to 100' AGL/777' MSL. **Rwy 13**, trees beginning 760' from DER, 385' right of centerline, up to 100' AGL/795' MSL. Trees beginning 807' from DER, 649' left of centerline, up to 100' AGL/776' MSL. Trees 3339' from DER, 876' left of centerline, up to 100' AGL/819' MSL.

**ARKADELPHIA, AR**

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: **Rwy 4**, multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22**, railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

**ASH FLAT, AR**

SHARP COUNTY RGNL

NOTE: **Rwy 4**, numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22**, numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

**BARTLESVILLE, OK**

BARTLESVILLE MUNI (BVO)  
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35**, 400-2¼ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17**, multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35**, tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

**BATESVILLE, AR**

BATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1¼ or std. with a min. climb of 215' per NM to 800. **Rwy 25**, std. with a min. climb of 230' per NM to 1500, or 900-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25**, for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300.

NOTE: **Rwy 7**, tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

**BENTON, AR**

SALINE COUNTY RGNL (SUZ)

ORIG 07354 (FAA)

NOTE: **Rwy 2**, road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20**, multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

**BENTONVILLE, AR**

BENTONVILLE MUNI/LOUISE M. THADEN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36**, tower 1.92 NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

**BLACKWELL, OK**

BLACKWELL-TONKAWA MUNI (BKN)

ORIG 10266 (FAA)

NOTE: **Rwy 35**, trees beginning 50' from DER, 249' left of centerline, up to 30' AGL/1050' MSL. Road with vehicles beginning 214' from DER, 397' right of centerline, up to 15' AGL/1043' MSL.



**BLYTHEVILLE, AR**

ARKANSAS INTL (BYH)  
ORIG 08101 (FAA)

NOTE: **Rwy 36**, tree 3301' from departure end of runway,  
1188' left of centerline, 88' AGL/337' MSL.

**BLYTHEVILLE MUNI (HKA)**

ORIG 08157 (FAA)

NOTE: **Rwy 18**, tree 487' from departure end of runway,  
345' left of centerline, 100' AGL/364' MSL. Tree 1780'  
from departure end of runway, 748' right of centerline,  
100' AGL/364' MSL. **Rwy 36**, tree 2393' from departure  
end of runway, 825' right of centerline, 100' AGL/359'  
MSL.

**BOISE CITY, OK**

BOISE CITY (17K)

ORIG 09295 (FAA)

NOTE: **Rwy 22**, hangars 243' from DER, 226' right of  
centerline, 35' AGL/4212' MSL. Vehicle on road 566'  
from DER, right and left of centerline, up to 15' AGL/  
4192' MSL.

**BRISTOW, OK**

JONES MEMORIAL (3F7)

AMDT 4A 10098 (FAA)

NOTE: **Rwy 17**, T-L tower 3133' from DER, 686' right of  
centerline, 70' AGL/960' MSL.

**BUFFALO, OK**

BUFFALO MUNI (BKF)

ORIG 10154 (FAA)

NOTE: **Rwy 17**, vehicles on roadway, at DER, 458' right  
of centerline, up to 17' AGL/1816' MSL. Trees beginning  
907' from DER, left and right of centerline, up to 40'  
AGL/1829' MSL. **Rwy 35**, vehicles on roadway, 30' from  
DER, 467' left of centerline, up to 17' AGL/1846' MSL.  
Vehicles on roadway, 776' from DER, left and right of  
centerline, up to 17' AGL/1846' MSL.

**CARLISLE, AR**

CARLISLE MUNI (4M3)

ORIG 08157 (FAA)

NOTE: **Rwy 9**, trees 2966' from departure end of runway,  
1135' right of centerline, 100' AGL/339' MSL. Building  
82' from departure end of runway, 331' left of centerline,  
20' AGL/264' MSL. Building 781' from departure end of  
runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18**, trees 306' from departure end of runway, across  
centerline, up to 100' AGL/344' MSL. Road 674' from  
departure end of runway, across centerline, 17' AGL/262'  
MSL. **Rwy 27**, trees 2668' from departure end of runway,  
516' right of centerline, 100' AGL/344' MSL. **Rwy 36**,  
road 396' from departure end of runway, across  
centerline, 15' AGL/259' MSL.

**CHANDLER, OK**

CHANDLER RGNL

NOTE: **Rwy 35**, tree 1000' from departure end of runway,  
on centerline, 67' AGL/1029' MSL.

**CLAREMORE, OK**

CLAREMORE RGNL (GCM)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min.  
climb of 300' per NM to 1100.

NOTE: **Rwy 17**, terrain 207' from DER, 385' left of  
centerline, 749' MSL. Ground 451' from DER, 505' left of  
centerline, 753' MSL. Terrain 208' from DER, 106' right  
of centerline, 739' MSL. **Rwy 35**, tree 6601' from DER,  
1918' left of centerline, 100' AGL/949' MSL. Tree 473'  
from DER, 342' left of centerline, 19' AGL/719' MSL.  
Tree 1103' from DER, 510' right of centerline, 27' AGL/  
729' MSL. Tree 1571' from DER, 558' right of  
centerline, 42' AGL/739' MSL. Tree 1149' from DER,  
479' left of centerline, 38' AGL/727' MSL. Tree 1510'  
from DER, 242' right of centerline, 46' AGL/735' MSL.

**CLARKSVILLE, AR**

CLARKSVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on  
runway heading to 3500 prior to turning northbound.

**CLINTON, AR**

HOLLEY MOUNTAIN AIRPARK (2A2)

ORIG 08325 (FAA)

NOTE: **Rwy 5**, numerous trees left and right of centerline,  
beginning 2' from departure end of runway, up to 100'  
AGL/1399' MSL. **Rwy 23**, numerous trees left and right  
of centerline, beginning 38' from departure end of  
runway, up to 100' AGL/1359' MSL.

**CLINTON, OK**

CLINTON RGNL

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-obstacles.  
**Rwy 35**, 300-1 or std. w/ min. climb of 408' per NM to  
2000.

NOTE: **Rwy 35**, tower 4403' from departure end of  
runway, 1625' left of centerline, 230' AGL/1780' MSL.

**CLINTON-SHERMAN (CSM)**

ORIG 08325 (FAA)

NOTE: **Rwy 17L**, tree 655' from departure end of runway,  
317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R**,  
tree 1275' from departure end of runway, 620' right of  
centerline, 35' AGL/1954' MSL. **Rwy 35R**, control tower  
2797' from departure end of runway, 188' right of  
centerline, 66' AGL/1985' MSL. Tower 2981' from  
departure end of runway, 289' right of centerline, 76'  
AGL/1995' MSL.



**CONWAY, AR**

DENNIS F. CANTRELL FIELD (CWS)  
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA at night. **Rwy 26**, 200-1 or std. w/ min. climb of 346' per NM to 600.  
**Rwy 36**, 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 358° to 900 before proceeding on course.

NOTE: **Rwy 8**, trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18**, silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26**, antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36**, tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

**CUSHING, OK**

CUSHING MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29**, NA.  
**Rwy 36**, 400-2 or std. with a min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES: **Rwy 36**, climb via heading 360° to 1400' before turning left.

NOTE: **Rwy 36**, tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

**DE QUEEN, AR**

J. LYNN HELMS SEVIER COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

**DECATUR, AR**

CRYSTAL LAKE

TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.

NOTE: **Rwy 31**, railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

**DUMAS, AR**

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

**DUNCAN, OK**

HALLIBURTON FIELD (DUC)  
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 500-2¼, or std. with a min. climb of 280' per NM to 1700.

NOTE: **Rwy 17**, multiple power poles beginning 978' from DER, 702' left of centerline, up to 60' AGL/1129' MSL. Multiple power poles beginning 945' from DER, 613' right of centerline, up to 60' AGL/1149' MSL. Multiple trees beginning 1704' from DER, 769' left of centerline, up to 100' AGL/1169' MSL. **Rwy 35**, multiple trees beginning 1934' from DER, left to right of centerline, up to 100' AGL/1219' MSL. Bush 7' from DER, 445' right of centerline, 9' AGL/1119' MSL. Tower 1.92 NM from DER, 2453' left of centerline, 362' AGL/1471' MSL.

**DURANT, OK**

EAKER FIELD (DUA)  
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 500-3 or std. w/ min. climb of 203' per NM to 1200, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.

NOTE: **Rwy 17**, tree 305' from DER, 553' left of centerline, 100' AGL/799' MSL. **Rwy 35**, tree 346' from DER, 568' right of centerline, 100' AGL/809' MSL. Tree 535' from DER, 585' left of centerline, 100' AGL/809' MSL. Tower 2.4 NM from DER, 420' left of centerline, 420' AGL/1073' MSL.

**ELDORADO, AR**

SOUTH ARKANSAS RGNL AT GOODWIN  
FIELD

TAKE-OFF MINIMUMS: **Rwys 13, 22, 31, 35**, 300-1.  
DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.

**EL RENO, OK**

EL RENO RGNL (RQO)  
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 36**, NA-Environmental.  
**Rwy 35**, 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17**, vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35**, powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

**ELK CITY, OK**

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35**, multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.







10294

## ENID, OK

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: **Rwy 13**, trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35**, fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.

## FAIRVIEW, OK

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.

## FAYETTEVILLE, AR

DRAKE FIELD (FYV)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 501' per NM to 1800 or 400-1½ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions. **Rwy 34**, 300-1 or std. w/ min. climb of 648' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34**, climb heading 344° to 2700 before proceeding on course.

NOTE: **Rwy 16**, multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34**, multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.

## FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34**, 500-2½ or std. with a min. climb of 227' per NM to 1900.

NOTES: **Rwy 16**, trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34**, tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

## FLIPPIN, AR

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

## FORREST CITY, AR

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

## FORT SMITH, AR

FORT SMITH RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19**, 200-1½ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200' NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25**, 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7**, terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL. **Rwy 19**, vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25**, pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

## FREDERICK, OK

FREDERICK RGNL (FDR)

ORIG 10266 (FAA)

NOTE: **Rwy 3**, vehicles on road 425' from DER, 231' right of centerline, 15' AGL/1269' MSL. **Rwy 12**, vehicles on road 404' from DER, 229' left of centerline, 15' AGL/1254' MSL.

10294





10294

**GOLDSBY, OK**

DAVID JAY PERRY

NOTE: **Rwy 13**, trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31**, tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35**, tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

**GROVE, OK**

GROVE MUNI (GMJ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1¼ or std. w/ min. climb of 271' per NM to 1100.

NOTE: **Rwy 18**, building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36**, rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' MSL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

**GUTHRIE, OK**

GUTHRIE-EDMOND RGNL (GOK)

AMDT 1 09351 (FAA)

NOTE: **Rwy 16**, trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

**GUYMON, OK**

GUYMON MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 3700 before turning.

**HARRISON, AR**

BOONE COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

**HELENA/WEST HELENA, AR**

THOMPSON-ROBBINS

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 250' per NM to 700.

**HENRY POST AAF (KFSl)**

FORT SILL, OK . . . . . 10098

**Rwy 17**, Standard**Rwy 35**, Standard

DEPARTURE PROCEDURE:

**Rwy 35**, Climb heading 008° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 17**: Street light 30' AGL/1226' MSL, 1589' from DER, 862' right of centerline. Street light 30' AGL/1210' MSL, 1139' from DER, 786' right of centerline. Trees 50' AGL/1198' MSL, 951' from DER, 671' right of centerline. Trees 50' AGL/1221' MSL, 2151' from DER, 35' left of centerline. Trees 50' AGL/1229' MSL, 2488' from DER, 296' right of centerline.

**HENRYETTA, OK**

HENRYETTA MUNI (F10)

AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 312' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 356° to 1300 before proceeding on course.

NOTE: **Rwy 18**, numerous trees beginning 778' from DER, 177' left of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 335' from DER, 22' right of centerline, up to 100' AGL/959' MSL. **Rwy 36**, tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 33' AGL/1223' MSL.

**HOBART, OK**

HOBART RGNL (HBR)

AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, NA-Environmental.

NOTE: **Rwy 35**, Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. Terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

**HOPE, AR**

HOPE MUNI (M18)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Rwy closed indefinitely.

NOTE: **Rwy 16**, tree 1395' from DER, 695' left of centerline, 70' AGL/409' MSL. Tree 1307' from DER, 842' right of centerline, 70' AGL/399' MSL. Tree 2217' from DER, on centerline, 70' AGL/399' MSL. **Rwy 34**, trees beginning 504' from DER, 113' right of centerline, up to 70' AGL/460' MSL. Trees beginning 1173' from DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/377' MSL. Fence 410' from DER, 90' right of centerline, 11' AGL/370' MSL. Terrain 43' from DER, 448' left of centerline, 365' MSL.

10294



SC-1

**HOT SPRINGS, AR****MEMORIAL FIELD**

TAKE-OFF MINIMUMS: **Rwy 31**, 1100-3 or std. with a min. climb of 700' per NM to 1700. **Rwy 5**, 1100-3 or std. with a min. climb of 820' per NM to 1700. **Rwy 13**, 300-1 or std. with a min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via HOT R-065, continue climb to 1700 before departing on course. **Rwys 13, 23, 31**, climb on runway heading to 1700 before departing on course.

**IDABEL, OK****MC CURTAIN COUNTY RGNL**

NOTE: **Rwy 2**, trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL.

**JONESBORO, AR****JONESBORO MUNI (JBR)****AMDT 2 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 31**, NA-obstacles.

NOTE: **Rwy 5**, multiple trees beginning 872' from departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway, 557' left of centerline, 64' AGL/315' MSL. **Rwy 13**, multiple trees and poles beginning 356' from departure end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of centerline, up to 19' AGL/275' MSL. **Rwy 23**, multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

**LAKE VILLAGE, AR****LAKE VILLAGE MUNI (M32)****ORIG 10042 (FAA)**

NOTE: **Rwy 1**, trees beginning 1184' from DER, left and right of centerline, up to 100' AGL/229' MSL. **Rwy 19**, trees beginning 654' from DER, left and right of centerline, up to 100' AGL/229' MSL.

**LAWTON, OK****LAWTON-FT SILL RGNL (LAW)****ORIG 10042 (FAA)**

NOTE: **Rwy 17**, tree 1709' from DER, 870' left of centerline, 60' AGL/1119' MSL. Tree 918' from DER, 733' right of centerline, 31' AGL/1098' MSL. **Rwy 35**, tree 2377' from DER, 802' left of centerline, 60' AGL/1179' MSL.

**LITTLE ROCK, AR****ADAMS FIELD (LIT)****AMDT 8 08269 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L**, 300-1¼ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 22R**, 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 22R**, climb heading 225° to 1100 before turning right. **Rwy 36**, climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L**, tree 1784' from departure end of runway, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R**, tree 3337' from departure end of runway, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18**, trees beginning 1147' from departure end of runway, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from departure end of runway, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from departure end of runway, 377' right of centerline, 88' AGL/399' MSL. Train 60' from departure end of runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from departure end of runway, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from departure end of runway, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L**, trees, beginning 782' from departure end of runway, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from departure end of runway, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from departure end of runway, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from departure end of runway, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from departure end of runway, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R**, trees beginning 1236' from departure end of runway, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36**, trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.



**LITTLE ROCK AFB (KLR)**

JACKSONVILLE, AR . . . . . 08045

DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline.

TAKE-OFF OBSTACLES: **Rwy 07:** Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25:** Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

**MADILL, OK**

MADILL MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 1000-3 or std. with a min. climb of 325' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 2600 before turning southbound. **Rwy 18,** plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

**MAGNOLIA, AR**

MAGNOLIA MUNI

NOTE: **Rwy 18,** 100' AGL tree 1950' from departure end of runway, 350' left of centerline.

**MALVERN, AR**

MALVERN MUNI

NOTE: **Rwy 4,** multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22,** multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/604' MSL.

**MANILA, AR**

MANILA MUNI (MXA)

ORIG 10294 (FAA)

NOTE: **Rwy 18,** vehicle on road 439' from DER, 10' left of centerline, 15' AGL/255' MSL. Trees beginning 1796' from DER, 43' left of centerline, up to 100' AGL/344' MSL. Trees 1791' from DER, 139' right of centerline, up to 100' AGL/344' MSL. **Rwy 36,** multiple trees beginning 1091' from DER, 43' left of centerline, up to 100' AGL/344' MSL.

**MARIANNA, AR**

MARIANNA/LEE COUNTY - STEVE EDWARDS

FIELD (6M7)

ORIG 10210 (FAA)

NOTE: **Rwy 18,** numerous poles beginning 85' from DER, 372' right of centerline, up to 52' AGL/269' MSL. Trees 1161' from DER, 530' right of centerline, up to 63' AGL/280' MSL. **Rwy 36,** trees beginning at DER, 483' left of centerline, up to 55' AGL/276' MSL. Trees 717' from DER, 682' right of centerline, up to 52' AGL/266' MSL.

**MC ALESTER, OK**

MC ALESTER RGNL (MLC)

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20,** 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200' NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2,** light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/ 828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20,** multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

**MELBOURNE, AR**

MELBOURNE MUNI-JOHN E MILLER FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1½ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21,** water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.

**MENA, AR**

MENA INTERMOUNTAIN MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17,** std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27,** std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35,** for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27,** trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.

**MONTICELLO, AR**

MONTICELLO MUNI/ELLIS FIELD (LLQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 200-1¼ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3,** tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21,** tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.



**MORRILTON, AR**

MORRILTON MUNI (BDQ)

ORIG-A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, Std. w/min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9**, trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27**, trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.

**PETIT JEAN PARK**

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 420' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

**MOUNTAIN HOME, AR**

OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right.

**Rwy 23**, turn left: All aircraft proceed direct via FLP VOR/DME then climb on course.

**MOUNTAIN VIEW, AR**

MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

**MULDROW AHP (KHMY)**

LEXINGTON, OK . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17**, trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35**, trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

**MUSKOGEE, OK**

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Environmental. **Rwy 22**, 200-1½ or std. w/min. climb of 436' per NM to 900. **Rwy 31**, 300-1½ or std. w/min. climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22**, tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31**, tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

**NEWPORT, AR**

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: **Rwy 22**, building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36**, trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

**NORMAN, OK**

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3**, multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21**, terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35**, multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

**NORTH LITTLE ROCK, AR**

NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5**, 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35**, 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

**OKLAHOMA CITY, OK**

CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R**, multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L**, bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

**SUNDANCE AIRPARK (HSD)**

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 171° to 1700 before proceeding on course.

NOTE: **Rwy 17**, multiple trees 134' from DER, 237' left of centerline, up to 45' AGL/1238' MSL. Building 442' from DER, 472' left of centerline, 22' AGL/1215' MSL. Tower 4132' from DER, 561' left of centerline, 109' AGL/1334' MSL. Tower 4808' from DER, 109' right of centerline, 109' AGL/1341' MSL. **Rwy 35**, multiple trees 131' from DER, 330' left of centerline, up to 34' AGL/1187' MSL.

**WILL ROGERS WORLD**

NOTE: **Rwy 35L**, post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36**, obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.





**OKLAHOMA CITY, OK (CON'T)**

WILEY POST (PWA)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L**, 200-1 or std. with a min. climb of 310' per NM to 1600.DEPARTURE PROCEDURE: **Rwy 13**, climb heading 127° to 2300 before turning left. **Rwys 35L, 35R**, climb heading 352° to 1900 before turning right.NOTE: **Rwy 13**, multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL.Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L**, multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL.Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R**, windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL.**Rwy 31**, road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L**, multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.**OKMULGEE, OK**

OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 356° to 1600 before proceeding on course.NOTE: **Rwy 18**, multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL/779' MSL.**OSCEOLA, AR**

OSCEOLA MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.NOTE: **Rwy 1**, 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.**OZARK, AR**

OZARK-FRANKLIN COUNTY (7M5)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1½ or std. w/ min. climb of 492' per NM to 1200.**Rwy 22**, std. w/ min. climb of 245' per NM to 1400, or 900 - 2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 4**, climbing right turn to 3000 via FSR R-064 to FSR VORTAC before proceeding on course. **Rwy 22**, climbing right turn to 3000 via FSR R-064 to FSR VORTAC before proceeding on course, or for climb in visual conditions cross Ozark-Franklin County airport southwest bound at or above 1400 then climb to 3000 via FSR R-064 to FSR VORTAC before proceeding on course.NOTE: **Rwy 4**, tower 6713' from DER, 470' left of centerline, 995' MSL/205' AGL. Multiple trees and terrain beginning 27' from DER, 5' right of centerline, up to 50' AGL/849' MSL. Multiple trees and terrain beginning 42' from DER, 87' left of centerline, up to 50' AGL/909' MSL. Tank 582' from DER, 521' left of centerline, 13' AGL/678' MSL. Tower 57' from DER, 404' right of centerline, 34' AGL/687' MSL. **Rwy 22**, multiple trees beginning 159' from DER, 59' right of centerline, up to 50' AGL/949' MSL. Multiple trees beginning 154' from DER, 59' left of centerline, up to 50' AGL/909' MSL.**PARAGOULD, AR**

KIRK FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26**, NA-unsurveyed turf runways. **Rwy 22**, 200-1.NOTE: **Rwy 4**, tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22**, sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.**PAULS VALLEY, OK**

PAULS VALLEY MUNI (PVJ)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-1½ or std. w/ min. climb of 282' per NM to 1300, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1200' prior to DER.NOTE: **Rwy 12**, tank 1.13 NM from DER, 2259' right of centerline, 200' AGL/1130' MSL. **Rwy 35**, tree 1247' from DER, 364' right of centerline, 100' AGL/1040' MSL.**PONCA CITY, OK**

PONCA CITY RGNL (PNC)

ORIG 07354 (FAA)

NOTE: **Rwy 17**, multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35**, antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.



10294

**POTEAU, OK**

ROBERT S. KERR

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 2500 before turning on course. **Rwy 36**, climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36**, cross departure end of runway at or above 16' AGL/461' MSL.

**PRYOR, OK**

MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb to 1400 before turning on course.

**ROGERS, AR**

ROGERS MUNI-CARTER FIELD

NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.

**RUSSELLVILLE, AR**

RUSSELLVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7**, 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25**, 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7**, building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.

**SALLISAW, OK**

SALLISAW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35**, 700-2 or std. with a min. climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1000 before turning. **Rwy 35**, climbing left turn to 1500 on heading 180° before proceeding on course.

**SAND SPRINGS, OK**

WILLIAM R. POGUE MUNI (OWP)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 169° to 2500 before turning left. **Rwy 35**, climb heading 349° to 2500 before turning right.

NOTE: **Rwy 17**, trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35**, vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

**SEMINOLE, OK**

SEMINOLE MUNI

NOTE: **Rwy 16**, powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.

**SHAWNEE, OK**

SHAWNEE RGNL (SNL)

ORIG 10210 (FAA)

NOTE: **Rwy 17**, multiple trees 620' from DER, 176' left of centerline, up to 41' AGL/1111' MSL. Multiple light poles 1408' from DER, 650' left of centerline, up to 39' AGL/1109' MSL. Multiple trees 165' from DER, 85' right of centerline, up to 43' AGL/1103' MSL. **Rwy 35**, tree 93' from DER, 499' left of centerline, 15' AGL/1075' MSL.

**SILOAM SPRINGS, AR**

SMITH FIELD

NOTE: **Rwy 18**, light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36**, power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

**SPRINGDALE, AR**

SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36**, 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

**STUTTGART, AR**

STUTTGART MUNI

NOTE: **Rwy 18**, tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27**, tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

**TAHLEQUAH, OK**

TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17**, trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35**, poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

10294



SC-1

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

**TEXARKANA, AR**

TEXARKANA RGNL-WEBB FIELD (TXK)  
AMDT 4 07354 (FAA)

NOTE: **Rwy 4**, multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13**, multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22**, multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31**, vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from departure end of runway, 124' left of centerline, 60' AGL/391' MSL. Multiple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL.

**TINKER AFB (KTIK),**

OKLAHOMA CITY, OK . . . . .  
09043

DEPARTURE PROCEDURE: **Rwy 30**, climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35**, intercept TIK R-354 climbing to 4000 prior to executing left turn.

TAKE-OFF OBSTACLES: **Rwy 30**, Trees 47' AGL/ 1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/ 1245' MSL, 2862' from DER, 1641' right of centerline.

**TULSA, OK**

RICHARD LLOYD JONES JR (RVS)  
AMDT 6 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1% or std. w/ min. climb of 470' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 1L, 1R**, climb heading 007° to 1400 before proceeding on course. **Rwy 13**, climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R**, climb heading 187° to 1400 before proceeding on course. **Rwy 31**, climb heading 307° to 1700 before proceeding on course.

NOTE: **Rwy 1L**, tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL. **Rwy 1R**, railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/700' MSL. **Rwy 13**, building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline, 79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L**, tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R**, tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31**, hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/ 714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.



10294

## TULSA, OK (CON'T)

TULSA INTL (TUL)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 26**, climb on a heading between 289° CW to 083° from DER, or minimum climb of 222' per NM to 2900 for headings 084° through 288°.

NOTE: **Rwy 18R**, vehicle on road 200' from DER, 419' right of centerline, 15' AGL/687' MSL. Antenna on building 549' from DER, 447' left of centerline, 22' AGL/692' MSL. Building 411' from DER, 574' right of centerline, 39' AGL/699' MSL. Sign 1151' from DER, 757' right of centerline, 46' AGL/720' MSL. Building 2847' from DER, 690' right of centerline, 118' AGL/788' MSL. **Rwy 26**, antenna and building 1031' from DER, 745' left of centerline, up to 53' AGL/708' MSL. Tree 1544' from DER, 425' left of centerline, 53' AGL/713' MSL. **Rwy 36L**, trees 726' from DER, 608' right of centerline, 69' AGL/659' MSL. Trees 822' from DER, 596' left of centerline, 82' AGL/672' MSL.

## VANCE AFB (KEND)

ENID, OK . . . . .09323

TAKE-OFF OBSTACLES:

**Rwy 17C**: Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.

**Rwy 17L**: Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

**Rwy 17R**: Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.

**Rwy 35C**: Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.

**Rwy 35L**: Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.

**Rwy 35R**: Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

## WAGONER, OK

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36**, Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.

## WATONGA, OK

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17**, vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35**, trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.

## WEATHERFORD, OK

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17**, truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL. **Rwy 35**, tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

## WEST MEMPHIS, AR

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, NOTE: 101' AGL trees 2155' from departure end of rwy, 198' right of centerline.

## WOODWARD, OK

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 3100 before proceeding on course.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

10294

**ADA MUNI** (ADH) 2 N UTC-6(-5DT) N34°48.26' W96°40.27'

1016 B S4 **FUEL** 100LL, JET A TPA-1808(792) NOTAM FILE ADH

**RWY 17-35:** H6203X100 (ASPH) S-50, D-140, 2S-175, 2D-224 MIRL 0.6% up N

**RWY 17:** ODALS. PAPI(P4L)—GA 3.0° TCH 44'. P-line.

**RWY 35:** REIL. PAPI(P4L)—GA 2.0° TCH 19'. Thld dspcd 100'. Trees.

**RWY 13-31:** H2717X50 (ASPH) S-50, D-171, 2S-175, 2D-280  
0.8% up NW

**RWY 31:** Antenna.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z, Sun 1800-2300Z. For fuel after hours call 580-235-5279. Twy A3 clsd indef. MIRL Rwy 17-35 preset low ints, to increase ints and ACTIVATE REIL Rwy 35 and ODALS Rwy 17—CTAF. Landing fee for acft weight 50,000 lbs or greater.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (580) 332-6222.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.45 (MC ALESTER RADIO)

® **FORT WORTH CENTER APP/DEP CON** 128.1

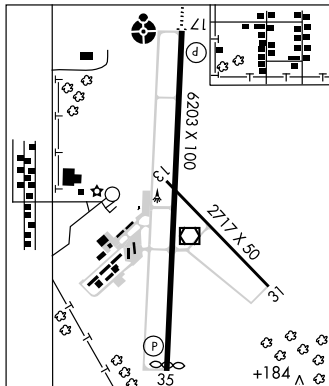
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADH.

(T) **VOR/DME** 117.8 ADH Chan 125 N34°48.15'

W96°40.21' at fld. 987/6E.

VOR/DME unusable 125°-145°.

VOR portion unusable 291°-324° byd 15 NM blo 5000', 325°-348°.



DALLAS-FT. WORTH

H-6H, L-17C

IAP

**ADDMO** N34°13.94' W96°55.99' NOTAM FILE ADM.

**NDB (LDM)** 400 AI 309° 6.1 NM to Ardmore Muni. Unmonitored when twr clsd.

DALLAS-FT WORTH

## AFTON

**CHEROKEE SPB** (406) 7 SW UTC-6(-5DT) N36°35.00' W94°55.01'

739 TPA-1239(500) NOTAM FILE MLC

**WATERWAY ALL WAY:** 10000X800 (WATER)

**WATERWAY NE-SW:** 4000X200 (WATER)

**SEAPLANE REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

KANSAS CITY

**GRAND LAKE RGNL** (309) 9 SE UTC-6(-5DT) N36°34.66' W94°51.71'

792 **FUEL** 100LL, JET A NOTAM FILE MLC

**RWY 17-35:** H3925X60 (CONC) S-30, D-60, 2D-80 MIRL

**RWY 17:** REIL. VASI(V2L)—GA 4.25° TCH 35'. Dspcd thld 230'. Trees.

**RWY 35:** VASI(V2L)—GA 3.75° TCH 29'. Dspcd thld 230'.

**AIRPORT REMARKS:** Attended 1200-0300Z. +130' twr 1,200' E of Rwy 17. Rwy 17 end is 30' higher than Rwy 35 end. Rwy 17-35 230' safety zone on either end of rwy marked as dspcd thld. Birds on and in/ovf arpt. VASI Rwy 17 OTS indef. VASI Rwy 35 OTS indef. REIL Rwy 17 OTS indef. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17, VASI Rwy 17 and Rwy 35—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

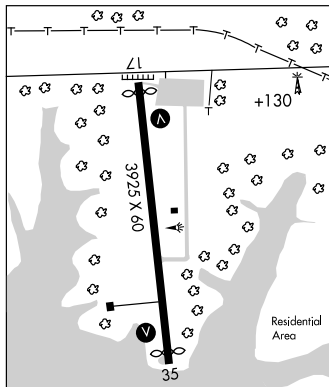
**RADIO AIDS TO NAVIGATION:** NOTAM FILE COU.

**NEOSHO (H) VOR/DME** 117.3 EOS Chan 120 N36°50.55'

W94°26.14' 225° 26.0 NM to fld. 1200/7E.

KANSAS CITY

L-16F



WAAS CH <b>61012</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg <b>6203</b> TDZE <b>1016</b> Apt Elev <b>1016</b>
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## RNAV (GPS) RWY 17

ADA MUNI (ADH)

**▼** Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night. Baro-VNAV NA when using Seminole altimeter setting. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

ODALS

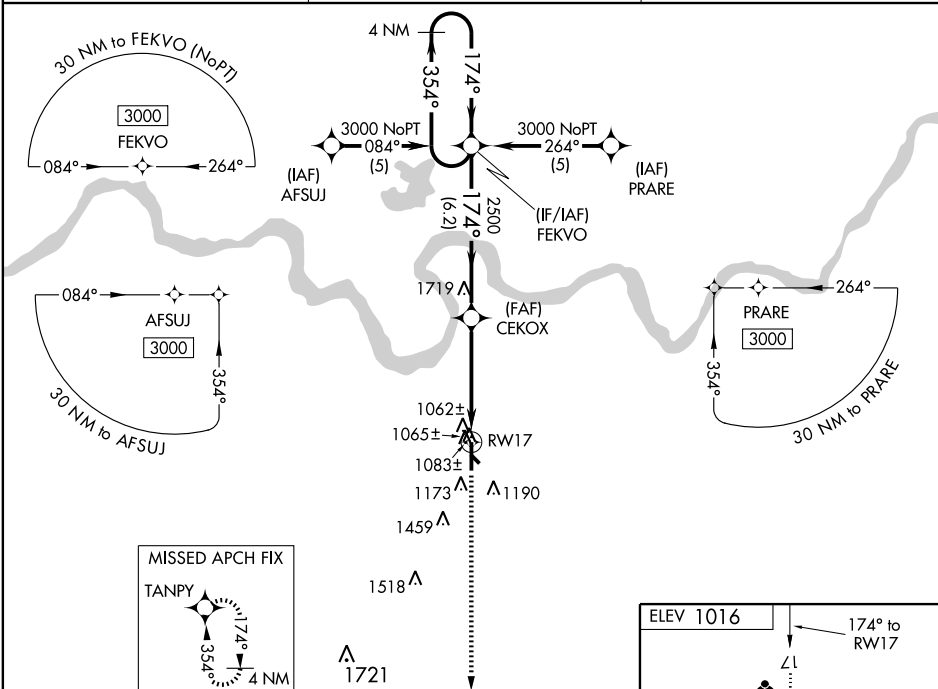


**MISSED APPROACH:**  
Climb to 3000 direct  
TANPY and hold.

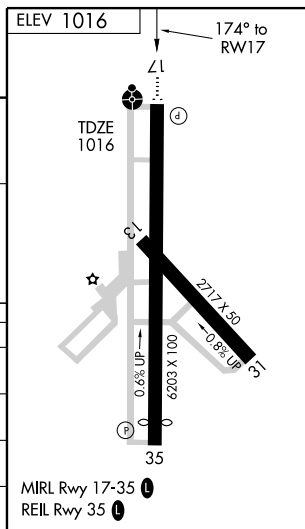
AWOS-3  
**118.725**

FORT WORTH CENTER  
**128.1 327.15**

UNICOM  
**122.8 (CTAF) ①**



4 NM Holding Pattern				
3000 ← 354° → 174° → VGS and RNAV glidepath not coincident. GS 3.00° TCH 55				
6.2 NM      4.4 NM				
CATEGORY	A	B	C	D
LPV DA	1304-1	288 (300-1)		NA
LNAV/VNAV DA	1335-1	319 (400-1)		NA
LNAV MDA	1380-1	364 (400-1)		NA
CIRCLING	1520-1	504 (600-1)	1520-1½ 504 (600-1½)	NA



WAAS  
CH **70412**  
**W35A**

APP CRS  
**354°**

Rwy Idg **6103**  
TDZE **995**  
Apt Elev **1016**

**RNAV (GPS) RWY 35**  
ADA MUNI (ADH)

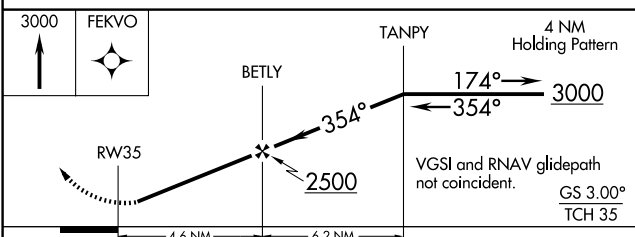
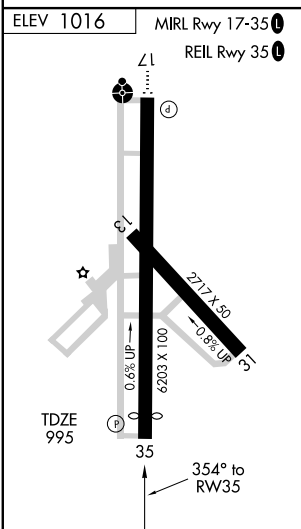
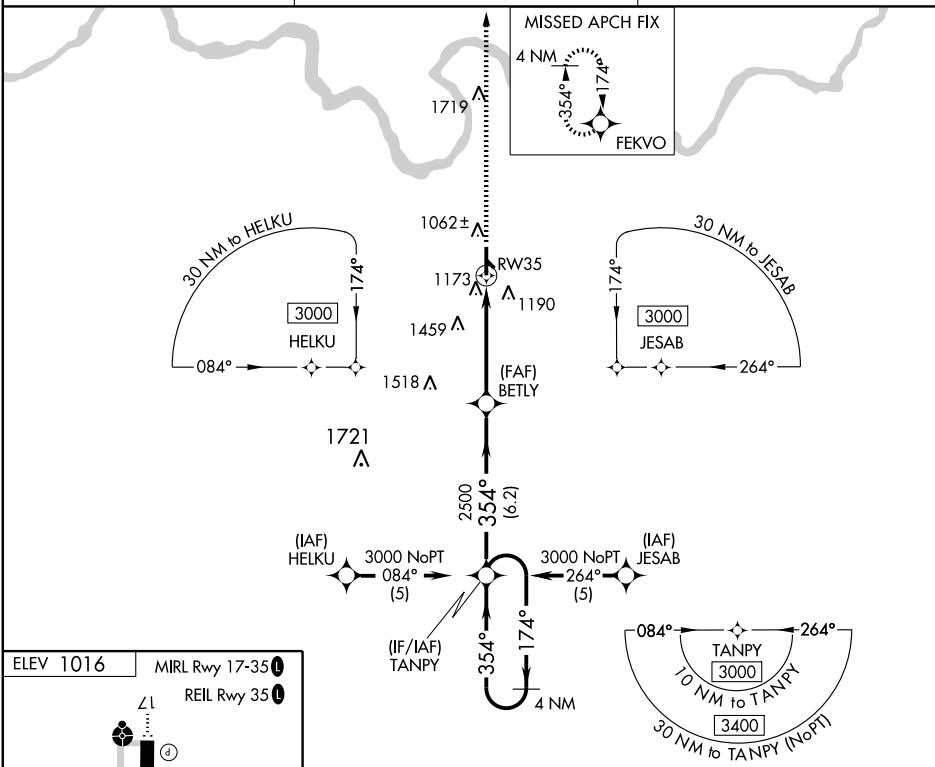
▼ Circling to Rwy 31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and circling Cat C visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 3000  
direct FEKVO and hold.

AWOS-3  
**118.725**

FORT WORTH CENTER  
**128.1 327.15**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1263-1	268 (300-1)		NA
LNAV MDA	1600-1	605 (600-1)	1600-1 $\frac{3}{4}$ 605 (600-1 $\frac{3}{4}$ )	NA
CIRCLING	1600-1	584 (600-1)	1600-1 $\frac{3}{4}$ 584 (600-1 $\frac{3}{4}$ )	NA

VOR/DME ADH <b>117.8</b> Chan <b>125</b>	APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1016</b>
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**VOR/DME-A**  
ADA MUNI (ADH)

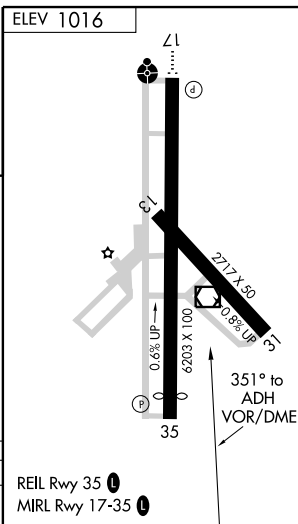
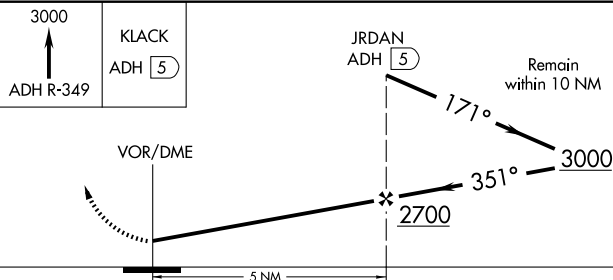
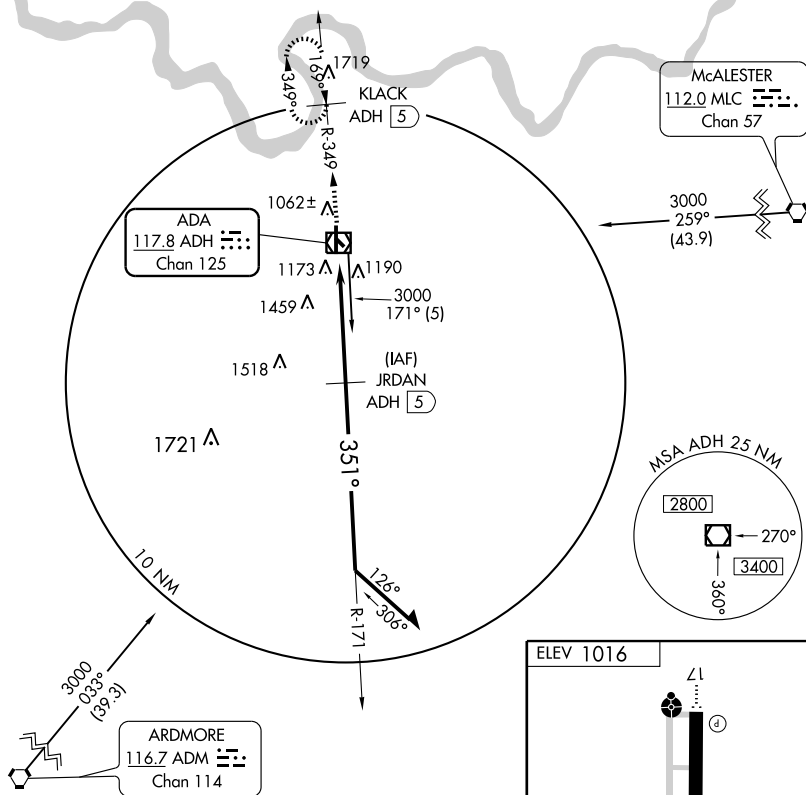
**NA** Circling to Rwy 31 not authorized at night.

MISSED APPROACH: Climb to 3000 via  
ADH R-349 to KLACK/5 DME and hold.

AWOS-3  
**118.725**

FORT WORTH CENTER  
**128.1 327.15**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
CIRCLING	1560-1	544 (600-1)	1560-1½ 544 (600-1½)	NA

REIL Rwy 35 **L**  
MIRL Rwy 17-35 **L**



VOR/DME ADH <b>117.8</b> Chan <b>125</b>	APP CRS <b>169°</b>	Rwy Idg <b>6103</b> TDZE <b>1016</b> Apt Elev <b>1016</b>
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VOR/DME RWY 17  
ADA MUNI (ADH)

## ADA MUNI (ADH)



Circling to Rwy 31 not authorized at night.

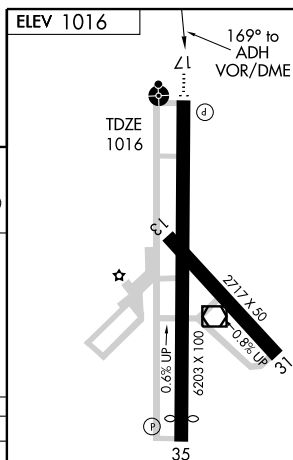
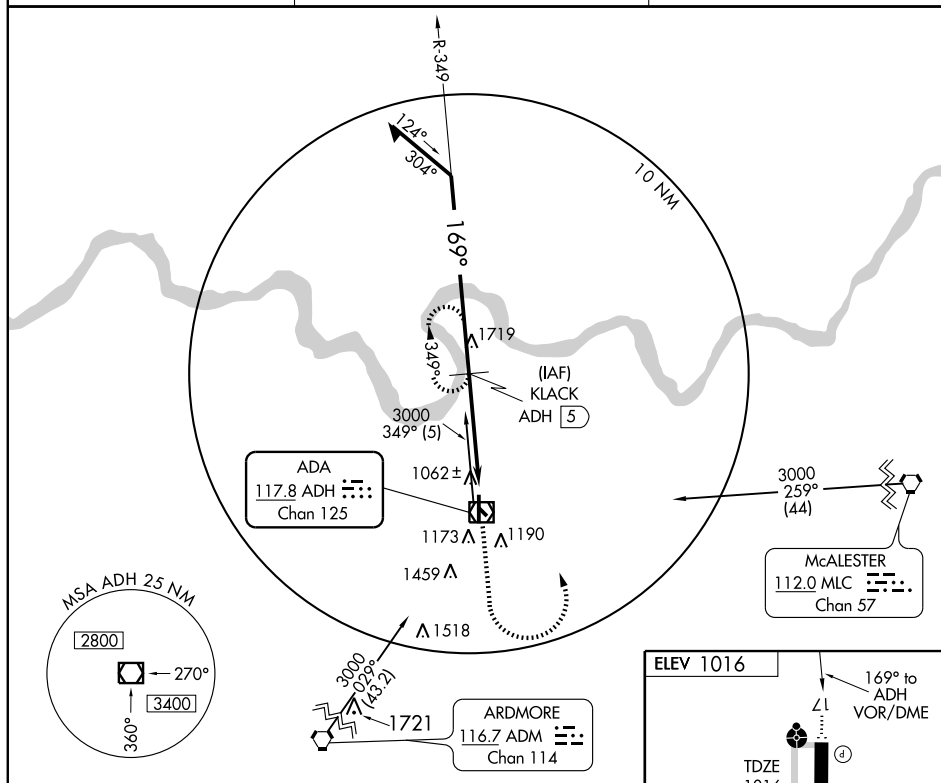


**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 via ADH R-349 to KLACK 5 DME and hold.

AWOS-3  
118.725

FORT WORTH CENTER  
128.1 327.15

UNICOM  
122.8 (CTAF) **L**



SC-1. 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

Remain within 10 NM

2800

3.49°

KLACK ADH [5]

2500

3.13°

TCH 40

ADH [1]

VOR/DME

Visual glideslope indicator and descent angle not coincident.

CATEGORY	A	B	C	D
S-17	1400-1 384 (400-1)			NA
CIRCLING	1520-1 504 (600-1)	1520-1½ 504 (600-1½)		NA

REIL Rwy 35 **L**  
MIRL Rwy 17-35 **L**

ADA, OKLAHOMA  
Amdt 1D 10210

34°48'N-96°40'W

ADA MUNI (ADH)  
VOR/DME RWY 17

**ALTUS/QUARTZ MOUNTAIN RGNL** (AXS) 3 N UTC-6(-5DT) N34°41.93' W99°20.31'

DALLAS-FT. WORTH

1433 B S4 FUEL 100LL, JET A TPA-2433(1000) NOTAM FILE AXS

H-6H, L-17B

RWY 17-35: H5501X75 (CONC) S-30, D-48, 2D-90 MIRL 0.3% up N

IAP

RWY 17: PAPI(P4L)—GA 3.0° TCH 50'.

RWY 35: PAPI(P4L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended 1300-0300Z†. For svc after hrs call 580-471-0992. Do not mistake Altus AFB 4 miles southeast of arpt. 320' tower 2.6 miles south of arpt. Numerous agricultural acft ops invof arpt. Numerous heavy military jet acft ops invof arpt. Ultralight activity on and invof arpt. MIRL Rwy 17-35 preset med ints, to incr ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.825 (580) 477-1745.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

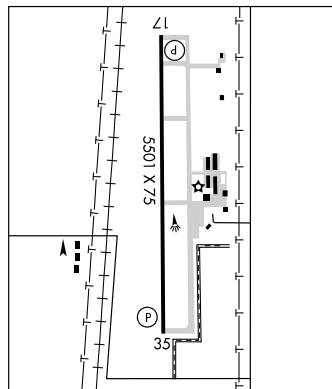
Ⓡ APP/DEP CON 125.1 (Mon-Fri 1430-0830Z† except Federal hols)

**FORT WORTH CENTER APP/DEP CON** 128.4 133.5 (Mon-Fri 0830-1430Z†, Sat-Sun and Federal hols 24 hrs)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HBR.

**HOBART (L) VORTACW** 111.8 HBR Chan 55 N34°51.99' W99°03.80' 224° 16.9 NM to fld. 1472/10E.

(L) **VORTAC** 109.8 LTS Chan 35 N34°39.77' W99°16.26' 295° 4.0 NM to fld. 1370/8E. NOTAM FILE MLC.



**ALVA RGNL** (AVK) 2 S UTC-6(-5DT) N36°46.39' W98°40.20'

WICHITA

1474 B S2 FUEL 100LL, JET A NOTAM FILE AVK

L-15D

RWY 17-35: H4386X75 (ASPH) S-15 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 52'. Building.

RWY 35: PAPI(P2L) Thld dsplcd 145'.

RWY 08-26: 1850X170 (TURF)

RWY 26: P-line.

**AIRPORT REMARKS:** Attended Oct-Mar 1400-2300Z†, Apr-Sep 1400-0000Z†. Fuel 24 hr automated credit card system. Rwy 08-26 CLOSED indef. PAEW adjacent Rwy 17-35. Rwy 08-26 gopher holes in rwy.

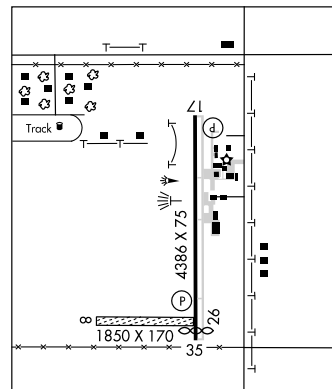
**WEATHER DATA SOURCES:** AWOS-3 121.125 (580) 327-6778.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ VANCE APP/DEP CON 119.775 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

Ⓡ KANSAS CITY CENTER APP/DEP CON 127.8. (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.



**ANTHONY (L) VORTAC** 112.9 ANY Chan 76 N37°09.54' W98°10.24' 219° 33.3 NM to fld. 1390/7E.

WAAS CH <b>86216</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE <b>1433</b> Apt Elev <b>1433</b>
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# RNAV (GPS) RWY 17

ALTUS/QUARTZ MOUNTAIN RGNL (A.XS)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat B and Circling Cat B visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

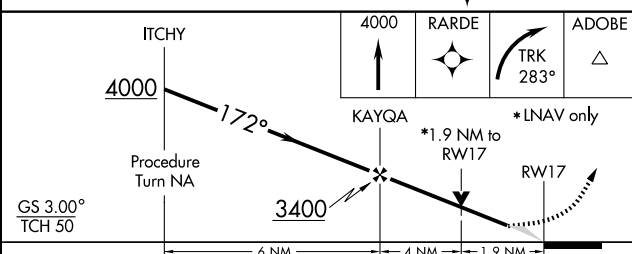
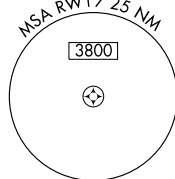
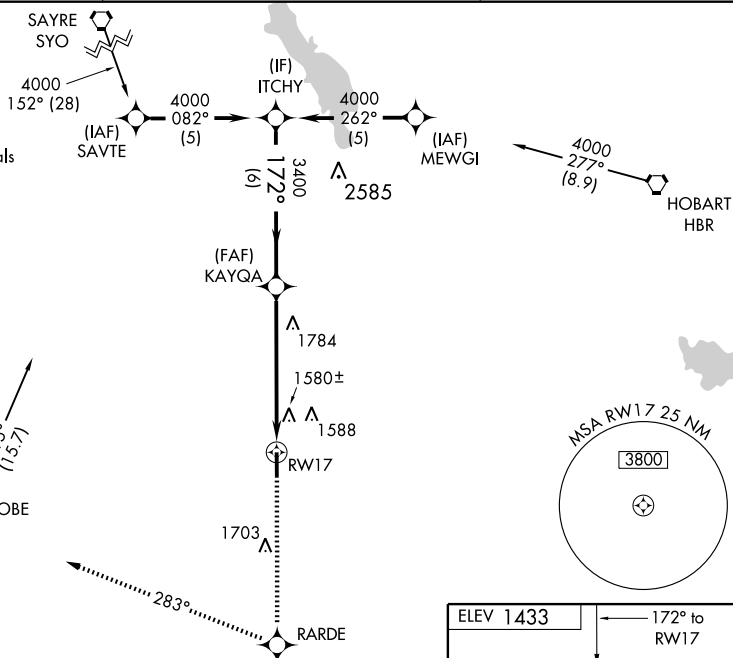
**MISSED APPROACH:** Climb to 4000 direct RARDE and right turn via track 283° to ADOBE and hold.

AWOS-3  
**118.825**

ALTUS APP CON★  
**125.1 259.3**

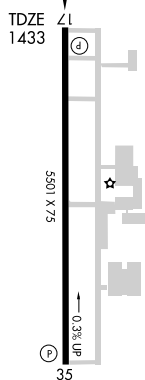
UNICOM  
**122.8 (CTAF) ①**

Procedure NA for arrivals at SYO VORTAC via V440 Westbound.



CATEGORY	A	B	C	D
LPV DA	1713-1	280 (300-1)		NA
LNAV/VNAV DA	1925-1¾	492 (500-1¾)		NA
LNAV MDA	2100-1 667 (700-1)		2100-1¾ 667 (700-1¾)	NA
CIRCLING	2100-1 667 (700-1)		2100-1¾ 667 (700-1¾)	NA

ELEV 1433



MIRL Rwy 17-35 ①

WAAS CH <b>93914</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg TDZE <b>1423</b> Apt Elev <b>1433</b>
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# RNAV (GPS) RWY 35

## ALTUS/QUARTZ MOUNTAIN RGNL (A.XS)

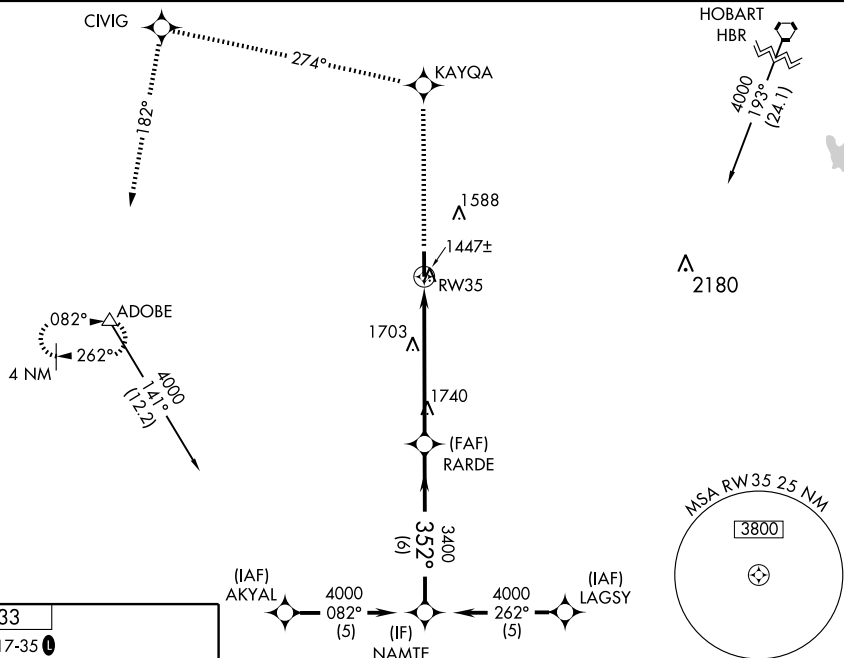
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct KAYQA and via track 274° to CIVIG and left turn via track 182° to ADOBE and hold.

AWOS-3  
**118.825**

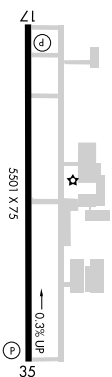
ALTUS APP CON\*  
**125.1 259.3**

UNICOM  
**122.8 (CTAF) ①**











ELEV 1433

MIRL Rwy 17-35 ①



352° to RW35  
TDZE 1423

4000	KAYQA	TRK 274°	CIVIG	TRK 182°	ADOBE	NAMTE	
							
* LNAV only		* 1.8 NM to RW35		RARDE		4000	
						352°	
RW35				3400		Procedure Turn NA	
1.8 NM		4.2 NM		6 NM		GS 3.00° TCH 50	
CATEGORY		A		B		C	
LPV	DA	1673-1		250 (300-1)		NA	
LNAV/ VNAV	DA	1717-1		294 (300-1)		NA	
LNAV	MDA	2040-1 617 (700-1)		2040-1¾ 617 (700-1¾)		NA	
CIRCLING		2040-1 607 (700-1)		2040-1¾ 607 (700-1¾)		NA	

VORTAC HBR <b>111.8</b> Chan <b>55</b>	APP CRS <b>224°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>1433</b>
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ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

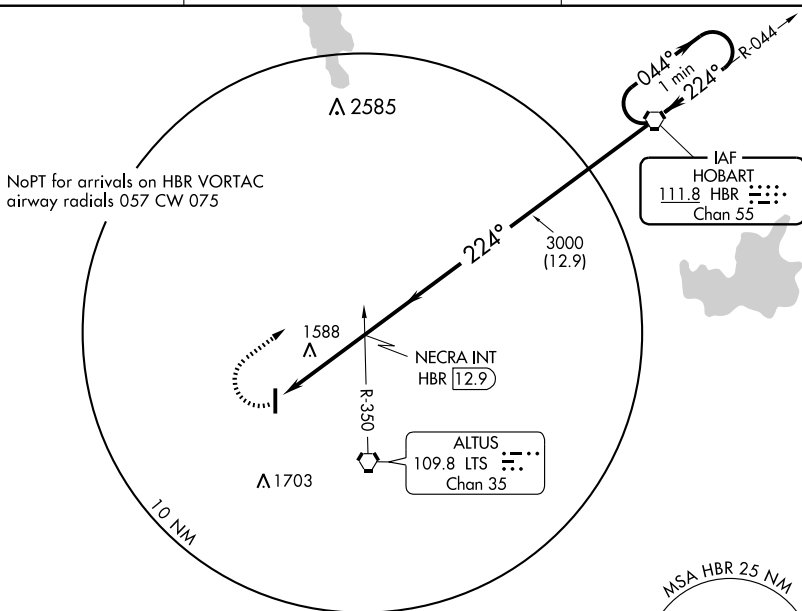
**T**  
**A** When local altimeter setting not received  
use Hobart altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3600 via HBR R-224 to HBR VORTAC and hold.

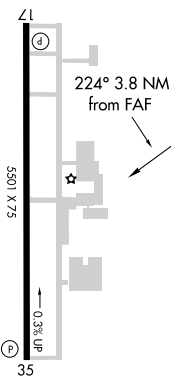
AWOS-3  
118,825

ALTUS APP CON★  
125.1 259.3

UNICOM  
122.8 (CTAF) **L**

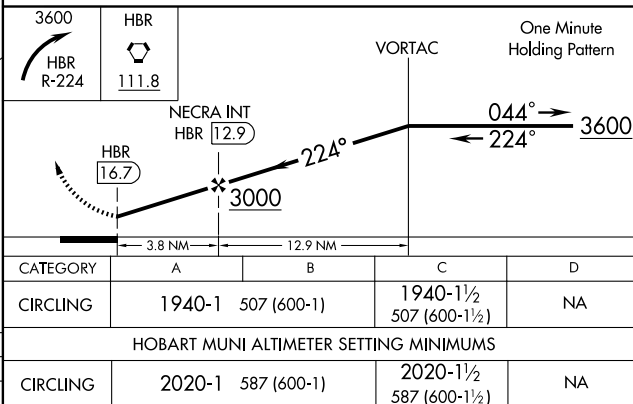


ELEV 1433

MIRL Rwy 17-35 **L**

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



ALTUS, OKLAHOMA

Amdt 4D 09267

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

34°42'N - 99°20'W

VOR-A

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

VORTAC LTS <b>109.8</b> Chan <b>35</b>	APP CRS <b>119°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1433</b>
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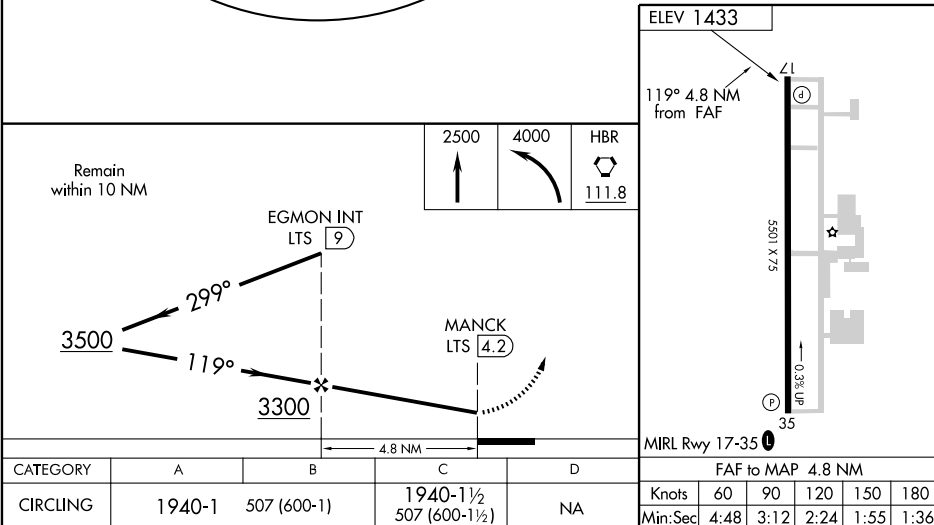
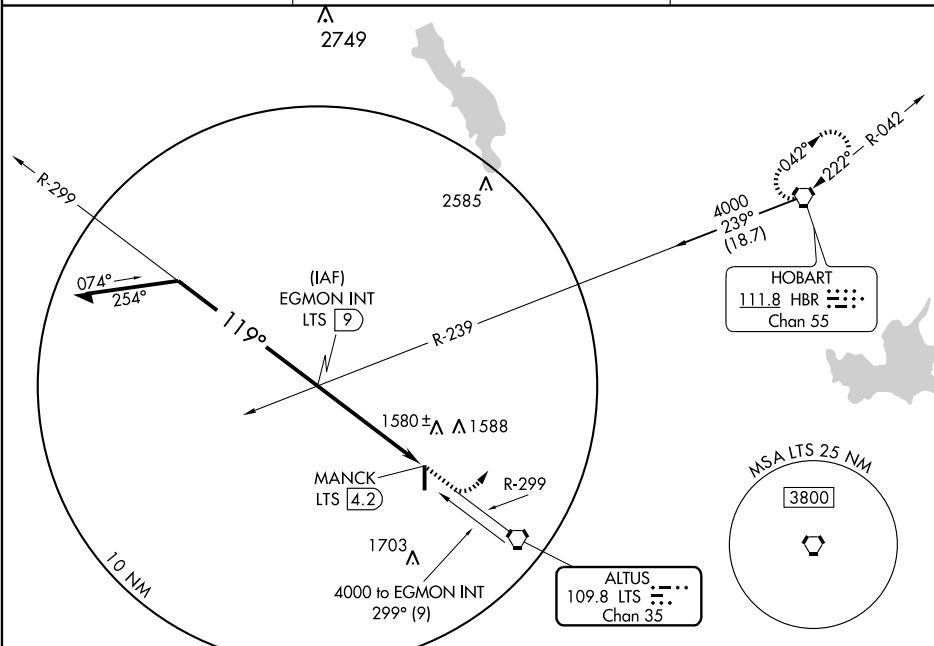
VOR-B

ALTUS/QUARTZ MOUNTAIN RGNL (A.X.S)

▼ When local altimeter setting not received, use Hobart altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct HBR VORTAC and hold.

AWOS-3 <b>118.825</b>	ALTUS APP CON★ <b>125.1 259.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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## AIRPORT DIAGRAM

AFD-482 [USAF]

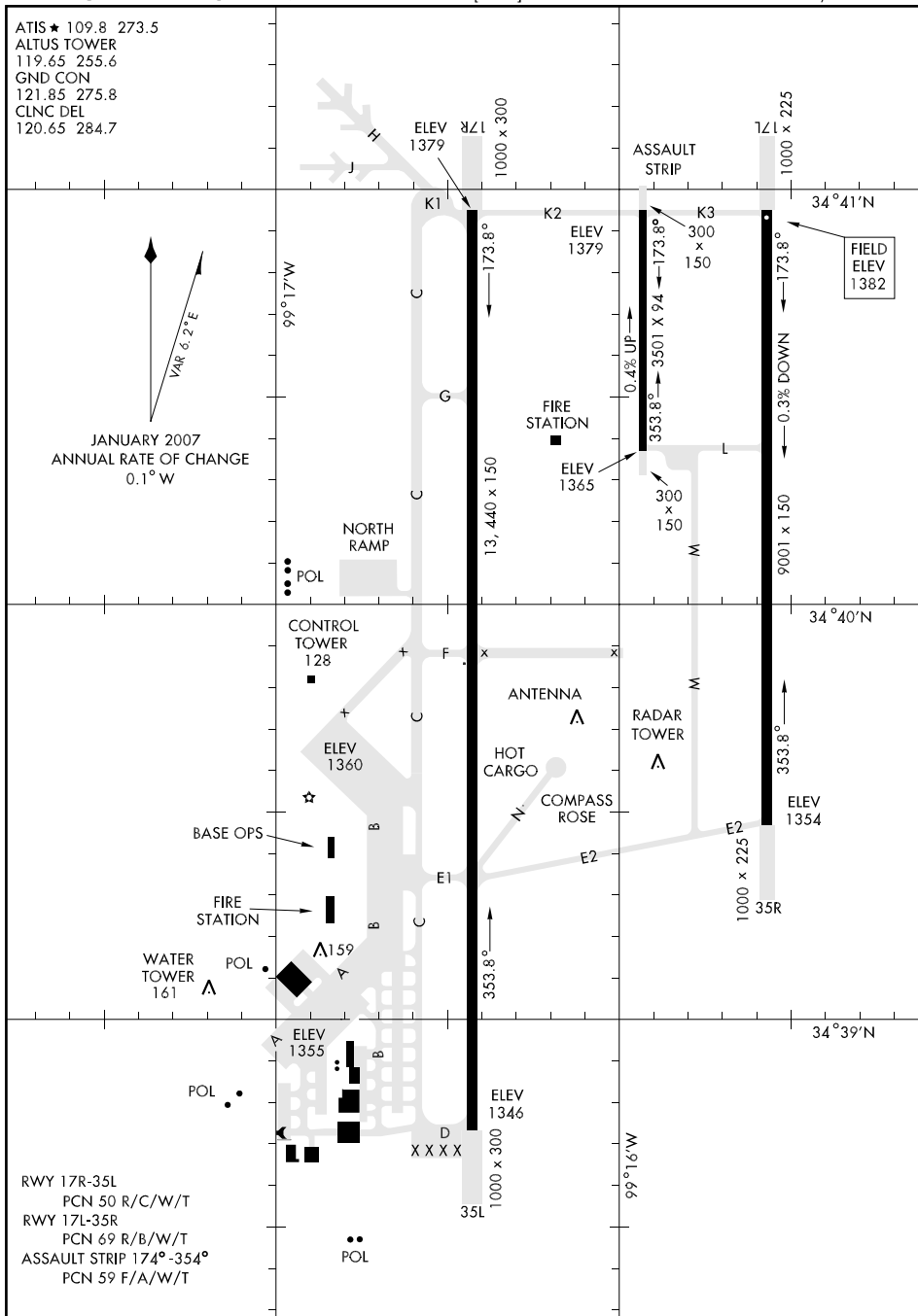
ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5  
ALTUS TOWER  
119.65 255.6  
GND CON  
121.85 275.8  
CLNC DEL  
120.65 284.7

JANUARY 2007  
ANNUAL RATE OF CHANGE  
0.1° W

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010



# AIRPORT DIAGRAM

WGS DATUM

ALTUS, OKLAHOMA  
ALTUS AFB (KLTS)

**ALTUS AFB** (LTS)(KLTS) AF 3 E UTC-6(-5DT) N34°39.99' W99°16.09' **DALLAS-FT WORTH**  
 1382 B TPA—See Remarks NOTAM FILE LTS Not insp. **H-6H, L-17B**  
**Rwy 17R-35L:** H13440X150 (CONC) PCN 50 R/C/W/T HIRL (NSTD) **DIAP, AD**

**Rwy 17R:** ALSF1. PAPI(P4L). **Rwy 35L:** ALSF1. PAPI(P4L).

**Rwy 17L-35R:** H9001X150 (ASPH) PCN 69 R/B/W/T HIRL

**Rwy 17L:** ALSF1. PAPI(P4L). 0.3% down. **Rwy 35R:** ALSF1. PAPI(P4L).

**Rwy 17A-35A:** H3501X94 (ASPH) PCN 59 F/A/W/T MIRL 0.4% up N

**MILITARY SERVICE:** LGT: Rwy 35R and 35L SFL OTS indef. Reduced primary sfc obstruction lgts for Rwy 17L-35 during night vision device ops.

**JASU** (A/M32A-86) (AM32A-95) (MXU-4A-A) **FUEL J8 FLUID W SP PRESAIR LHGX LOX OIL O-133-148-156**  
 SOAP (24 hr prior notice) **TRAN ALERT** Svc avbl Mon-Fri 1500-0001Z+ clsd Sat, Sun and holidays. Tran maintenance and parts support extremely limited. No maintenance avbl for magnetic chip indicator inspection on F16 acft with GE F110 engines.

**MILITARY REMARKS:** Opr Mon-Fri 1430-0830Z+, clsd weekends and holidays. Afd Management Ops opr weekdays 1245-0830Z+, clsd weekends and federal holidays. See FLIP AP/1 Supplementary Arpt Info. **RSTD** PPR rqr 48 hr prior notice rqr. Ctc Afd Management Ops DSN 866-6200/6415, C 580-481-6200/6415. PPR valid +/- 30 min prior/after ETA. Early/late arrival/ departure must re-coordinate with afd management ops. Transient aircrews must contact afd management ops for pattern work request. Limited to one apch Mon-Fri. Altus acft take priority over tran acft. Rwy 17A-35A for assault strip training only. Transient acft ctc Current Ops for scheduling/approval, DSN 866-6544. Due to unscheduled afd closings, aircrews utilizing Altus AFB as an alternate must advise their dep Afd Management Ops or local FSS to include KLTSYXX as an addressee on the orig DD 175 Flight Plan and on any change, delay, dep and cancel message. All inbound passenger/cargo acft ctc command post (Gerónimo 349.4) no later than 30 min prior to ldg. All acft with haz cargo (including MJU7 and MJU10 flares) notify Afd Management Ops (PTD 372.2) and Command Post no later than 30 min prior to ldg. Minimum Communications Security aids and overnight storage avbl for transient aircrews only. Numerous twr obst lgt O/S 1200'-1800' northwest of Rwy 17R thld in vicinity of Twy J and H, 1480 feet MSL. Mandatory/Informational signage non-std. Acft on parking spot 41 taxiing toward taxiway A eastbound will begin turn 80° past C17 nose gear box on spot 41. Acft will be marshaled by maintenance. All Taxiway VFR holding positions correct, but do not coincide with rwy hold position signs. Movement area thru wash rack clsd. All acft must use minimum taxi power on Twy C. **CAUTION** Heavy/jumbo jet training surface to 9000' within 25 NM radius. NSTD twy widths: Twy C, south of Twy G to Twy D 50'. Rwy 17L-35R NSTD assault strip marked from thld to approximately 3500' each end. Exercise extreme caution for acft (1428') taxiing 350' east of dep end Rwy 174. Ngt Vision Devices trng Tue-Sat 0230-0630Z, tran acft will ctc Afd Management Ops (372.2) or Comd Post (Gerónimo 349.4) 30 min prior to arrival. No twy end lgts from midpoint of Twy D southside to Twy B, on west side Twy C abeam clsd portion Twy F, retro-reflective twy edge stripes in place. Altus AFB has the following NSTD markings: wingtip cldc lines in the Mass Acft Park Area, driving lane lines located on Twy B and Twy A, and C17 star turn markings located on the North Ramp, Twy J and Twy L/M ground ops area. **TFC PAT** TPA—East, overhead 3400(2018), rectangular 2900(1518), helicopter 1900(518). West (fighter acft only) overhead Rwy 17R 3400(2018). **MISC** Twr visibility obstruction of Rwy 35L apch end and Twy C, south of Twy E-1 intersection.

**COMMUNICATIONS:** ATIS 109.8 273.5 **PTD** 372.2

**R APP CON** 125.1 257.725, other times ctc

**FORT WORTH CENTER APP CON** 128.4 269.375 133.5 350.35

**TOWER** 119.65 255.6 (Mon-Fri 1430-0830Z+) **GND CON** 121.85 275.8 **CLNC DEL** 120.65 284.7

**R DEP CON** 125.1 290.9, other times ctc

**FORT WORTH CENTER DEP CON** 128.4 290.2 133.5 350.35

**COMD POST** (Call GERONIMO) 311.0 321.0 349.4 6761 **SOF** 349.4 **PMSV METRO** 239.8. Opr weekdays 24 hrs.

Clsd weekends and holidays. Forecast svc avbl 1800Z+ Mon-end of flying day Fri. Remote briefing svc avbl Barksdale AFB. DSN 781-4775 C318-456-4775. AN/FMQ-19 in use and augmented as required. Auto obsn when afd closed.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**(L) VORTAC** 109.8 LTS Chan 35 N34°39.78' W99°16.27' at fld. 1370/8E. No NOTAM MP Mon, Wed 1100-1400Z+.

**ILS** 110.55 I-RUK Rwy 17L. No NOTAM MP Tue-Thu 1100-1400Z+.

**ILS** 110.55 I-FNM Rwy 35R. No NOTAM MP Tue-Thu 1100-1400Z+.

**ASR/PAR** Radar see Terminal FLIP for Radar Minima.



ALTUS, OKLAHOMA

HI-VOR/DME RWY 35L

VORTAC LTS <b>109.8</b> Chan <b>35</b>	APCH CRS <b>357°</b>	Rwy Idg <b>13,440</b> THRE <b>1346</b> Arpt Elev <b>1382</b>
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JAL-482 [USAF]

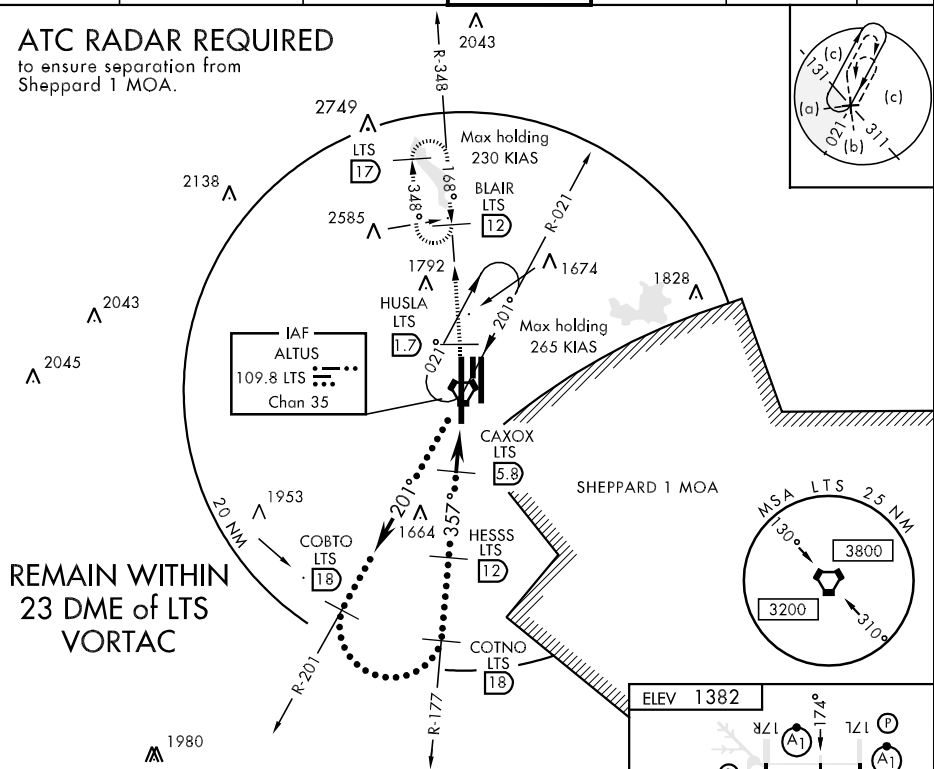
ALTUS AFB (KLTS)

<p>▲ * When ALS inop, increase CAT CDE RVR to 60 and vis to 1½ miles.</p> <p>** Circling not authorized W of Rwy 17R-35L.</p>	<p>ALSIF-1</p>	<p>MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA. Then via LTS VORTAC R-348 to BLAIR and hold.</p>
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ATIS ★ <b>109.8 273.5</b>	FORT WORTH CENTER <b>133.5 350.35</b>	ALTUS APP CON <b>125.1 257.725</b>	ALTUS TOWER <b>119.65 255.6</b>	GND CON <b>121.85 275.8</b>	CLNC DEL <b>120.65 284.7</b>	ASR
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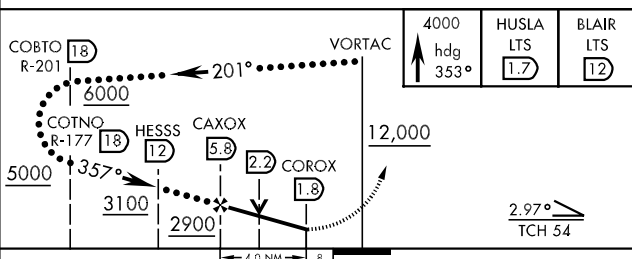
## ATC RADAR REQUIRED

to ensure separation from Sheppard 1 MOA.

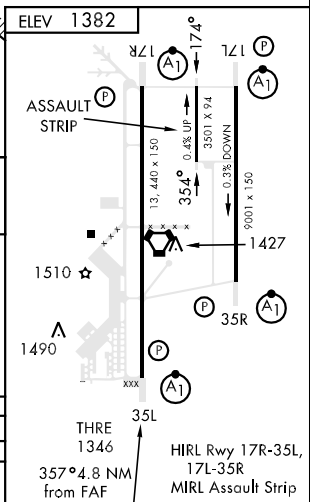


REMAIN WITHIN  
23 DME of LTS  
VORTAC

EMERG SAFE ALT 100 NM 4900



CATEGORY	C	D	E
S-35L *	1760 / 40	414	(400-34)
CIRCLING **	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



ALTUS, OKLAHOMA

34°40'N-99°16'W

ALTUS AFB (KLTS)

Amdt 3 10238

HI-VOR/DME RWY 35L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

## HOBART THREE DEPARTURE (HBR3•HBR) SHL-482 [USAF]

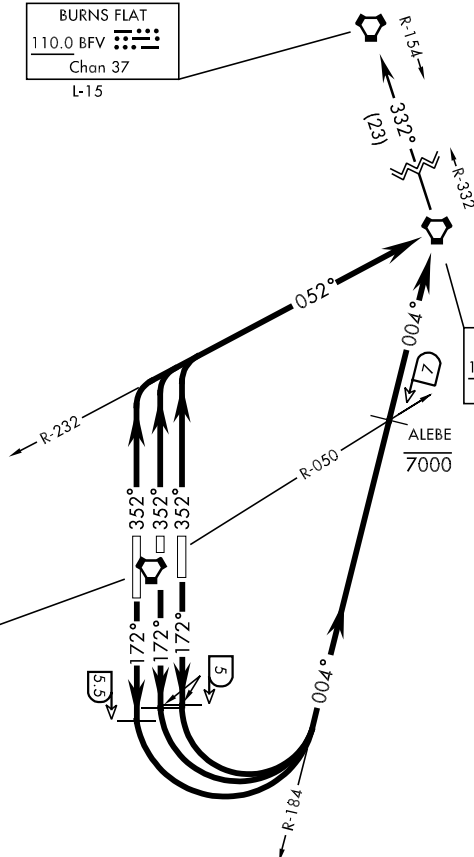
ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5  
 CLNC DEL  
 120.65 284.7  
 GND CON  
 121.85 275.8  
 ALTUS TOWER  
 119.65 255.6  
 ALTUS DEP CON  
 125.1 290.9  
 FORT WORTH CENTER  
 133.5 350.35  
 ALTUS APP CON  
 125.1 257.725

BURNS FLAT  
 110.0 BFV  
 Chan 37  
 L-15

HOBART  
 111.8 HBR  
 Chan 55  
 L-17

ALTUS  
 109.8 LTS  
 Chan 35



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L/174° Assault Strip: Climb on a track of 172°. At LTS VORTAC 5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5.5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 35L/35R/354° Assault Strip: Climb on a track of 352° to intercept HBR VORTAC R-232 to HBR. Then via Burns Flat transition or assigned route.

BURNS FLAT TRANSITION (HBR3 • BFV): HBR VORTAC R-332/BFV VORTAC R-154 to BFV.

HOBART THREE DEPARTURE (HBR3•HBR)

ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

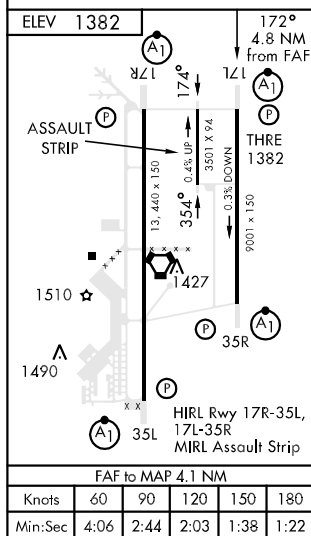
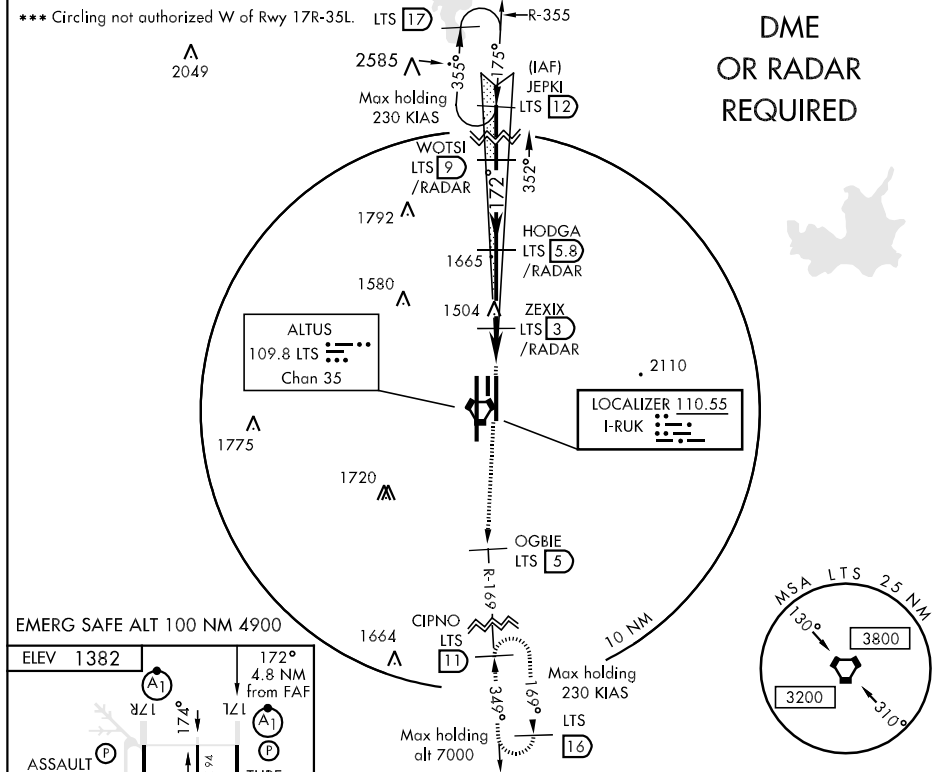
LOC I-RUK <b>110.55</b>	APCH CRS <b>172°</b>	Rwy Idg THRE Apt Elev <b>1382</b>
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AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.			ALSF-1 	MISSED APPROACH: Climb to 4000 via heading 176° to OGBIE. Then via LTS VORTAC R-169 to CIPNO and hold.		
ATIS ★ <b>109.8 273.5</b>	FORT WORTH CENTER <b>133.5 350.35</b>	ALTUS APP CON <b>125.1 257.725</b>	ALTUS TOWER <b>119.65 255.6</b>	GND CON <b>121.85 275.8</b>	CLNC DEL <b>120.65 284.7</b>	ASR

\*\*\* Circling not authorized W of Rwy 17R-35L.



ELEV 1382		172°	4.8 NM from FAF
ASSAULT STRIP		174°	172°
13,440 x 150		0.4% UP	3501 x 94
1510		354°	35R
1427		0.3% DOWN	9001 x 150
1490		35L	THRE 1382
HIRL Rwy 17R-35L, 17L-35R			
MIRL Assault Strip			
Knots		60	90 120 150 180
Min:Sec		4:06	2:44 2:03 1:38 1:22

CATEGORY	A	B	C	D	E
S-ILS 17L *	1582/24		200	(200-½)	
S-LOC 17L **	1740/24	358 (400-½)	1740/30	358	(400-¾)
***					
CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

LOC I-ALT <b>111.3</b>	APCH CRS <b>172°</b>	Rwy Idg <b>13,440</b> THRE <b>1379</b> Arpt Elev <b>1382</b>	AL-482 [USAF]	ALTUS AFB (KLTST)
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**T** \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.

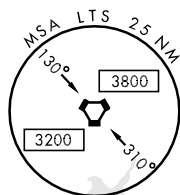
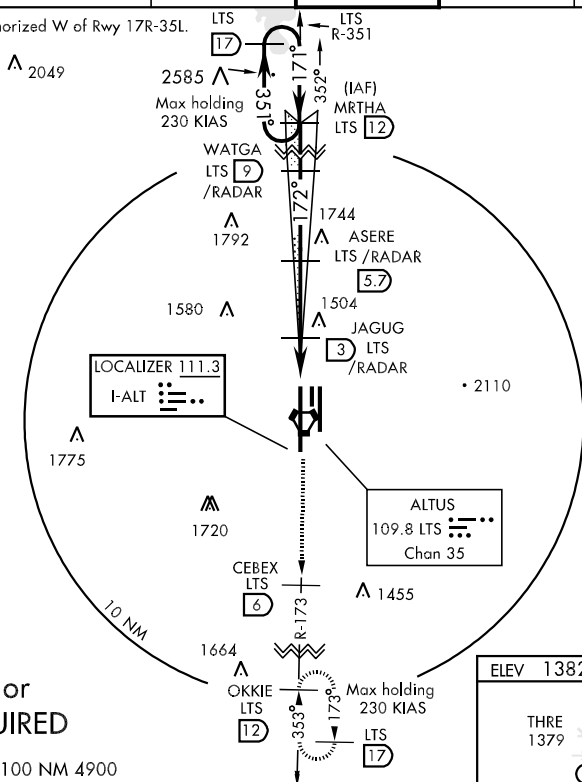
**\*\* When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.**



**MISSED APPROACH:** Climb to 4000 on heading 172° to CEBEX. Then via LTS VORTAC R-173 to OKKIE and hold.

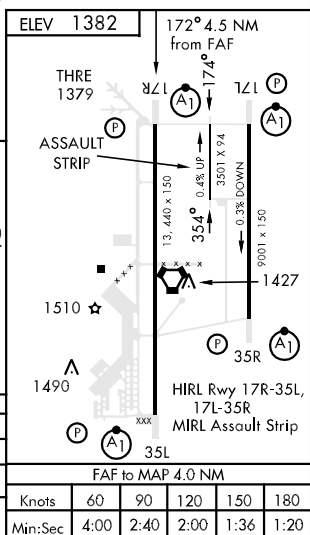
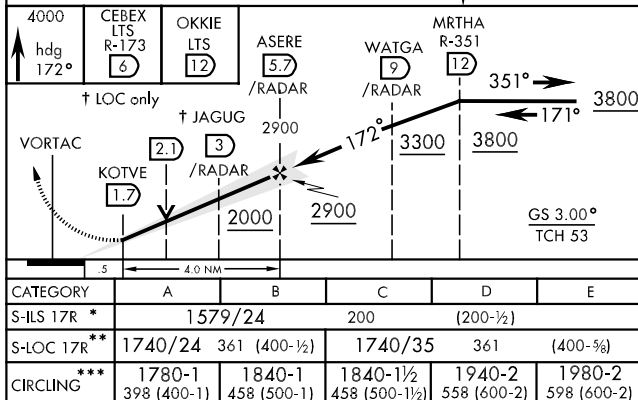
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

\*\*\* Circling not authorized W of Rwy 17R-35L.



RADAR or  
DME REQUIRED

EMERG SAFE ALT 100 NM 4900



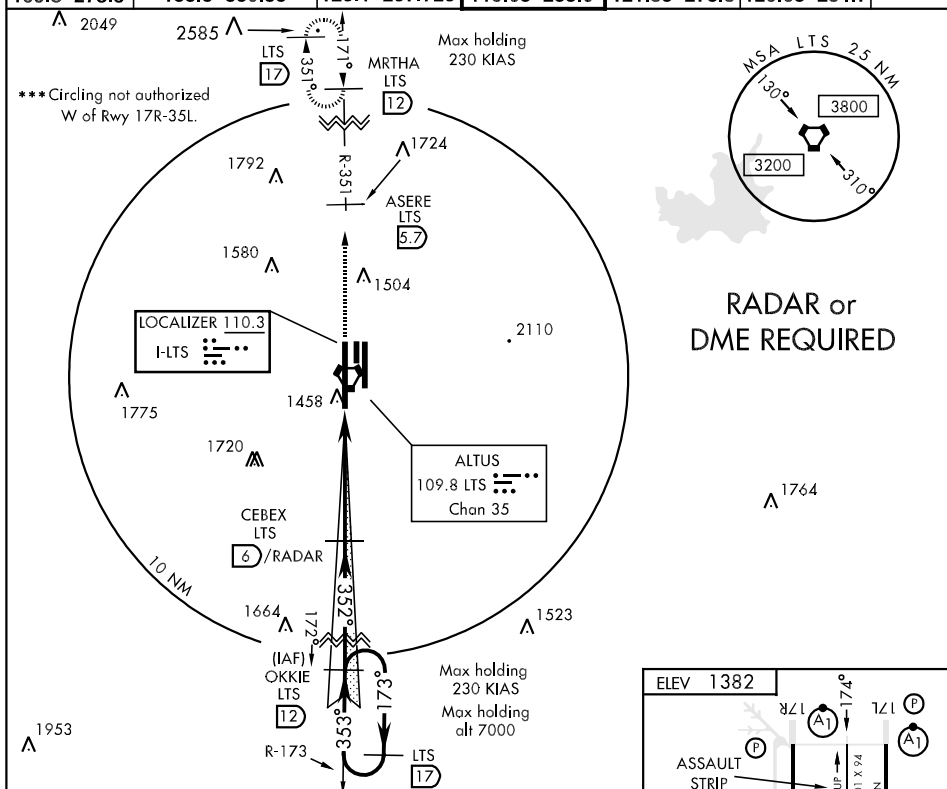
LOC I-LTS <b>110.3</b>	APCH CRS <b>352°</b>	Rwy Idg <b>13,440</b> THRE <b>1346</b> Arprt Elev <b>1382</b>	AL-482 [USAF]	ALTUS AFB (KLTS)
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**T** \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT ABCDE RVR to 55  
 and vis to 1 mile.

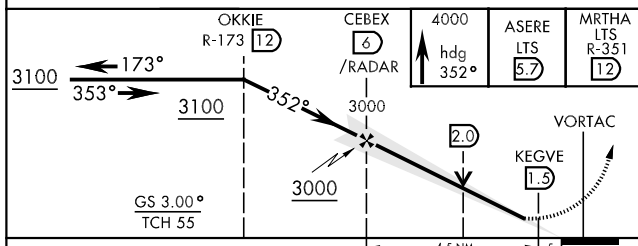
ALSF-1

**MISSED APPROACH:** Climb to 4000 on heading 352° to ASERE. Then via LTS VORTAC R-351 to MRTHA and hold.

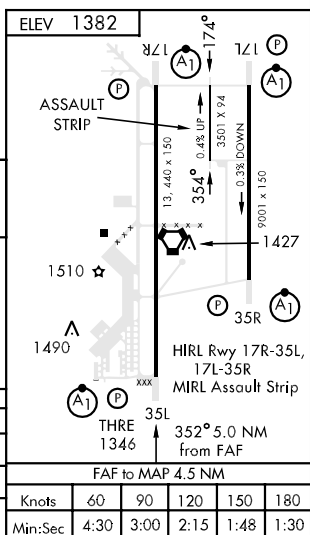
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	




EMERG SAFE ALT 100 NM 4900

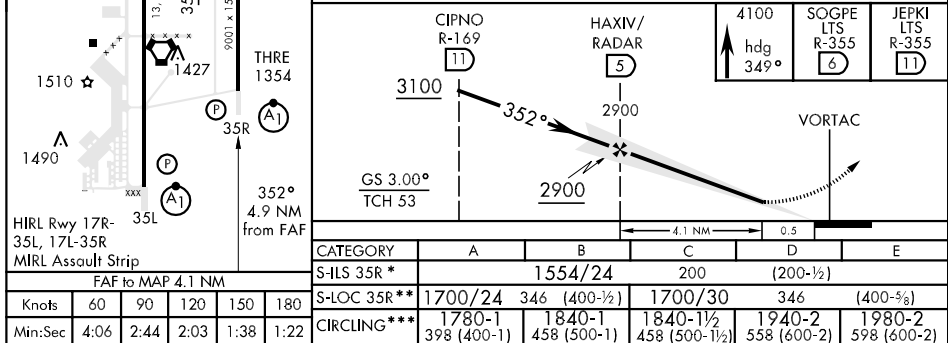
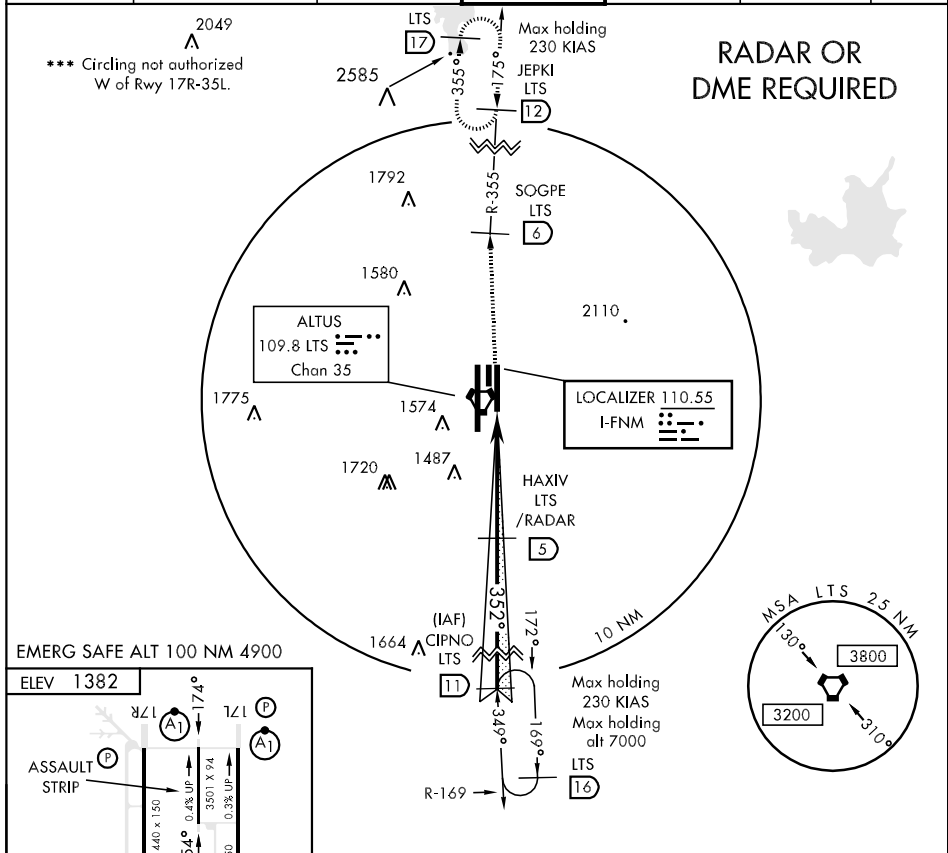


CATEGORY	A	B	C	D	E
S-ILS 35L *	1546/24		200	(200-½)	
S-LOC 35L **	1700/24	354 (400-½)	1700/30	354	(400-%)
CIRCLING ***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



LOC I-FNM <b><u>110.55</u></b>	APCH CRS <b>352°</b>	Rwy Idg <b>9001</b> THRE <b>1354</b> Arpt Elev <b>1382</b>	AL-482 [USAF]	ALTUS AFB (KLTS)
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<b>▼</b> * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.	ALSF-1 		MISSED APPROACH: Climb to 4100 on heading 349° to SOGPE. Then via LTS VORTAC R-355 to JEPKI and hold.			
ATIS ★ <b>109.8 273.5</b>	FORT WORTH CENTER <b>133.5 350.35</b>	ALTUS APP CON <b>125.1 257.725</b>	ALTUS TOWER <b>119.65 255.6</b>	GND CON <b>121.85 275.8</b>	CLNC DEL <b>120.65 284.7</b>	ASR



## ODILL-SIX DEPARTURE (ODILL6 • ODILL)

SHL-482 [USAF]

ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5  
 CLNC DEL  
 120.65 284.7  
 GND CON  
 121.85 275.8  
 ALTUS TOWER  
 119.65 255.6  
 ALTUS DEP CON  
 125.1 290.9  
 FORT WORTH CENTER  
 133.5 350.35  
 ALTUS APP CON  
 125.1 257.725

CHART NOT TO SCALE

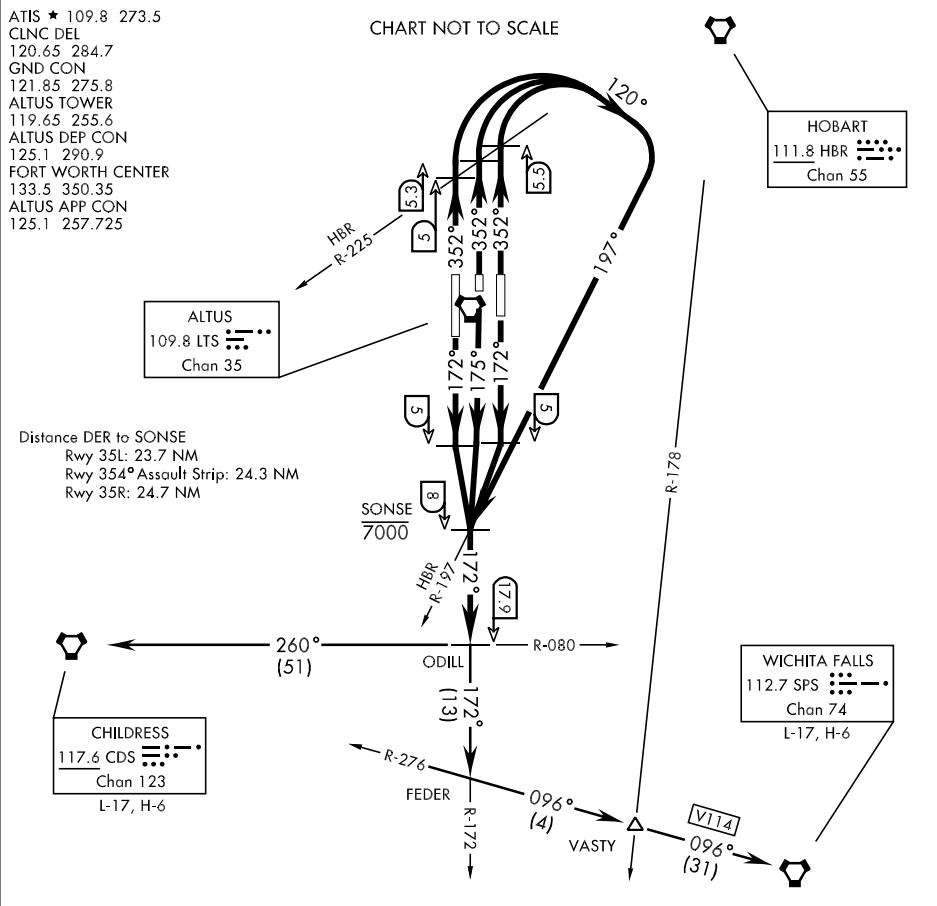
ALTUS  
 109.8 LTS  
 Chan 35

Distance DER to SONSE  
 Rwy 35L: 23.7 NM  
 Rwy 354° Assault Strip: 24.3 NM  
 Rwy 35R: 24.7 NM

HOBART  
 111.8 HBR  
 Chan 55

CHILDRESS  
 117.6 CDS  
 Chan 123  
 L-17, H-6

WICHITA FALLS  
 112.7 SPS  
 Chan 74  
 L-17, H-6



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 17L:** Climb on a track of 172°. At LTS VORTAC 5 DME turn right direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

**TAKE-OFF RWY 174° Assault Strip:** Climb on a track of 175° to intercept LTS VORTAC R-172 to SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

**TAKE-OFF RWY 17R:** Climb on a track of 172°. At LTS VORTAC 5 DME turn left direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

**TAKE-OFF RWY 35L:** Climb on a track of 352°. At LTS VORTAC 5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

**TAKE-OFF RWY 354° Assault Strip:** Climb on a track of 352°. At LTS VORTAC 5.3 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

**TAKE-OFF RWY 35R:** Climb on a track of 352°. At LTS VORTAC 5.5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

**CHILDRESS TRANSITION (ODILL6 • CDS):** CDS VORTAC R-080 to CDS.

**WICHITA FALLS TRANSITION (ODILL6 • SPS):** LTS R-172 to FEDER. Then via SPS VORTAC R-276 (V114) to SPS.

ODILL-SIX DEPARTURE (ODILL6 • ODILL)

ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

APCH CRS <b>212°</b>	Rwy Idg TDZE Arpt Elev	<b>N/A</b> <b>N/A</b> <b>1382</b>
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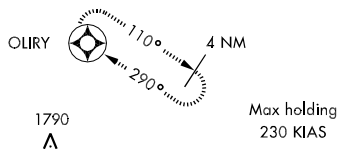
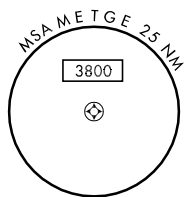
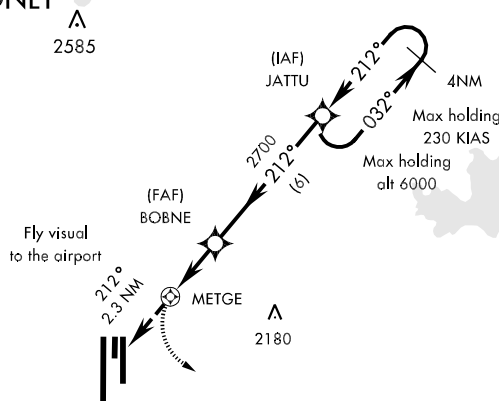
AL-482 [USAF]

ALTUS AFB (KLTS)



<b>▼</b> Circling NA W of Rwy 17R-35L. Circling procedure when RW35R/354°/35L in use. DME/DME RNP 0.3 NA.				MISSED APPROACH: Climbing left turn to 4000 direct OLIRY and hold.		
ATIS ★ <b>109.8 273.5</b>	FORT WORTH CENTER <b>133.5 350.35</b>	ALTUS APP CON <b>125.1 257.725</b>	ALTUS TOWER <b>119.65 255.6</b>	GND CON <b>121.85 275.8</b>	CLNC DEL <b>120.65 284.7</b>	ASR

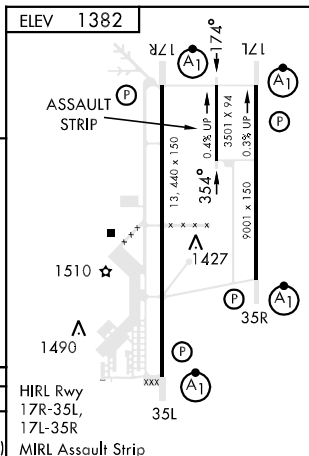
FOR USE BY  
97 AMW ACFT ONLY

ATC RADAR  
REQUIRED



EMERG SAFE ALT 100 NM METGE 4800

<div><div>4000</div><div></div></div>		<div><div>OLIRY</div><div></div></div>					
Fly visual to the airport 212° hdg 2.3 NM				JATTU			
				032° →			
				← 212°			
				4000			
				212°			
				2700			
				BOBNE			
				METGE			
				2.3 NM			
				2.5 NM			
CATEGORY	A	B	C	D	E		
CIRCLING	NA			1940-234 558 (600-234)	1980-234 598 (600-234)		





APCH CRS <b>290°</b>	Rwy Idg TDZE Arpt Elev	<b>N/A</b> <b>N/A</b> <b>1382</b>
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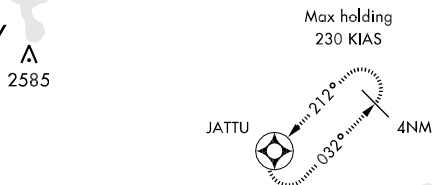
AL-482 [USAF]

ALTUS AFB (KLTS)

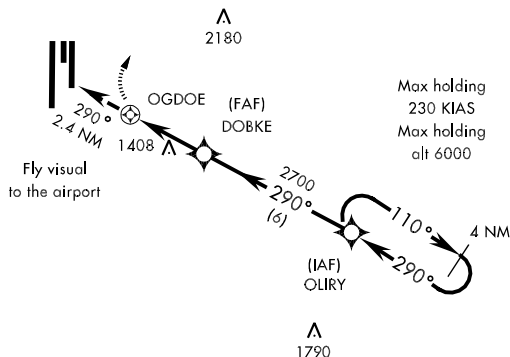
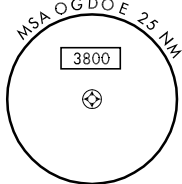
<b>▼</b> Circling NA W of Rwy 17R-35L. Circling procedure when RW17R/174°/17L in use. DME/DME RNP 0.3 NA.				MISSED APPROACH: Climbing right turn to 4000 direct JATTU and hold.		
ATIS ★ <b>109.8 273.5</b>	FORT WORTH CENTER <b>133.5 350.35</b>	ALTUS APP CON <b>125.1 257.725</b>	ALTUS TOWER <b>119.65 255.6</b>	GND CON <b>121.85 275.8</b>	CLNC DEL <b>120.65 284.7</b>	ASR

**FOR USE BY  
97 AMW ACFT ONLY**

**ATC RADAR  
REQUIRED**

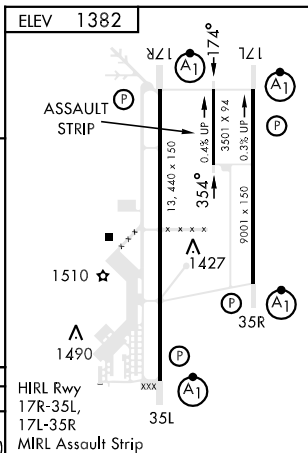
**CAUTION:**

Missed approach point lies .1 NM  
outside CAT D circling area.



EMERG SAFE ALT 100 NM OGDOE 4800

4000 						
Fly visual to the airport 290° hdg 2.4 NM						
2.4 NM 						
3 NM 						
CATEGORY	A	B	C	D	E	
CIRCLING	NA			1940-234 558 (600-234)	1980-234 598 (600-234)	



APCH CRS <b>172°</b>	Rwy Idg THRE Arpt Elev	<b>9001</b> <b>1382</b> <b>1382</b>
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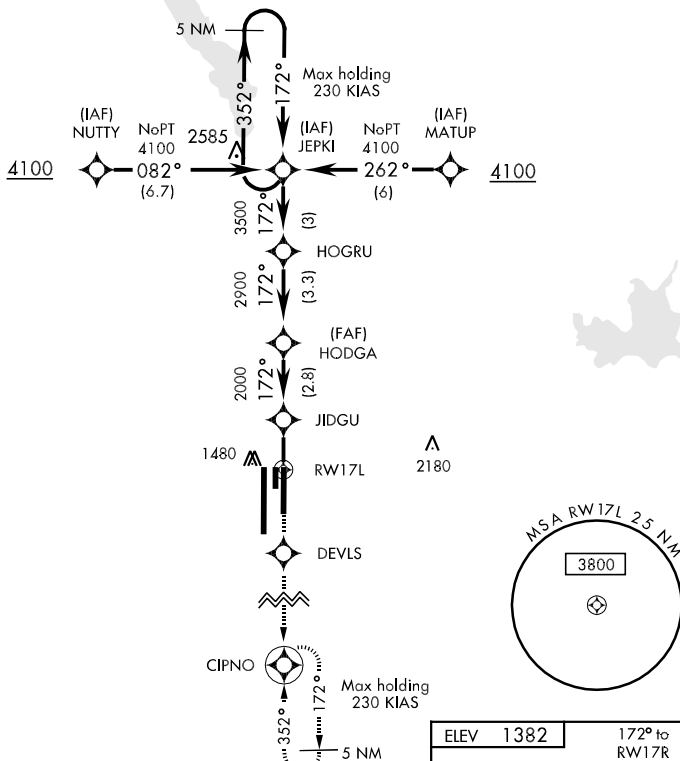
AL-482 [USAF]

ALTUS AFB (KLTS)

<b>▽</b> * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile. ** Circling not authorized W of Rwy 17R-35L.	ALSF-1 	MISSED APPROACH: Climb to 4000 direct DEVL5 then via 172° track to CIPNO and hold.
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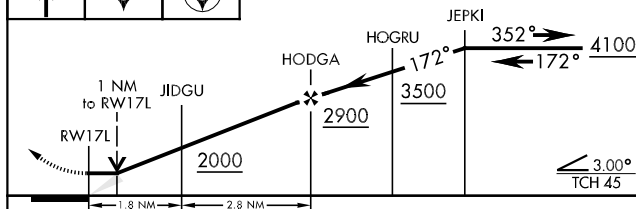
ATIS ★ <b>109.8 273.5</b>	FORT WORTH CENTER <b>133.5 350.35</b>	ALTUS APP CON <b>125.1 257.725</b>	ALTUS TOWER <b>119.65 255.6</b>	GND CON <b>121.85 275.8</b>	CLNC DEL <b>120.65 284.7</b>	ASR
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DME/DME RNP 0.3 NA.

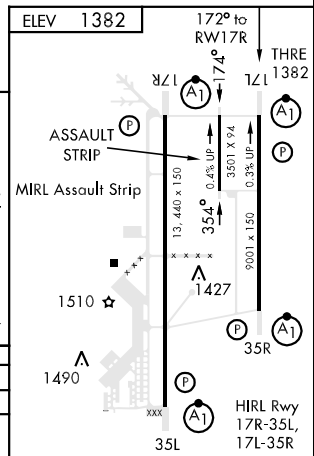


EMERG SAFE ALT FROM RW17L 100 NM 4900

4000 ↑	DEVLS ✦	CIPNO ⊙
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CATEGORY	A	B	C	D	E
LNAV MDA *	1740/24 358 (400-½)		1740/30 358 (400-¾)		
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)



APCH CRS  
**172°**

Rwy Idg **13,440**  
THRE **1379**  
Arpt Elev **1382**

AL-482 [USAF]

ALTUS AFB (KLTS)

▼ \* When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

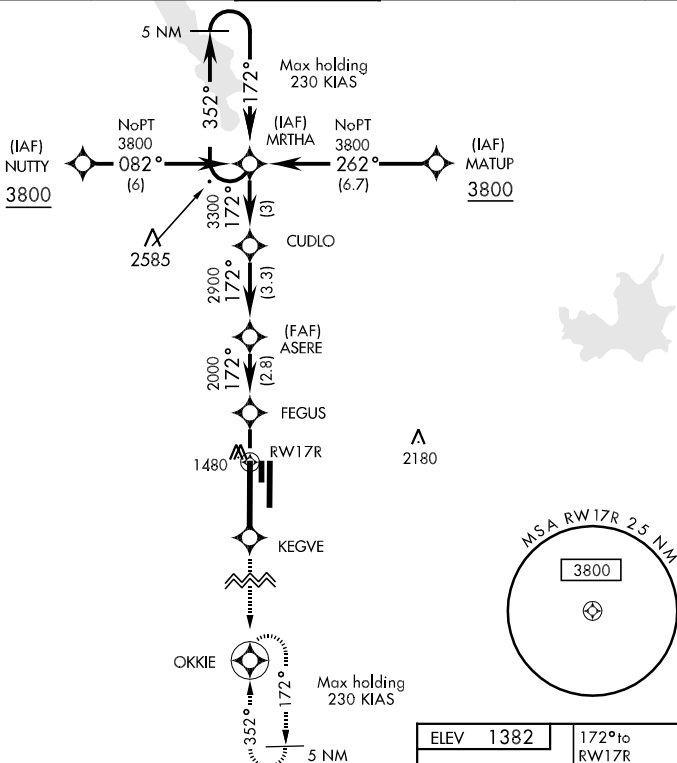
\*\* Circling not authorized W of Rwy 17R-35L.



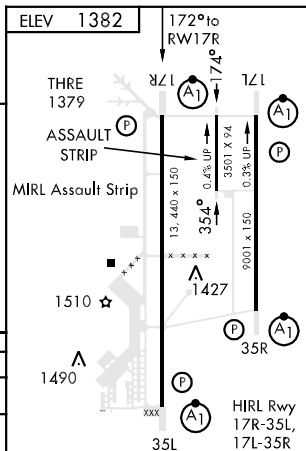
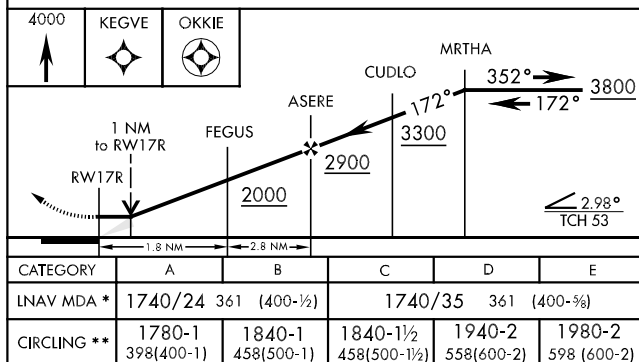
MISSED APPROACH: Climb to 4000 direct KEGVE then via 172° track to OKKIE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	ASR

DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW17R 100 NM 4900



APCH CRS <b>352°</b>	Rwy Idg <b>13,440</b> THRE <b>1346</b> Arpt Elev <b>1382</b>
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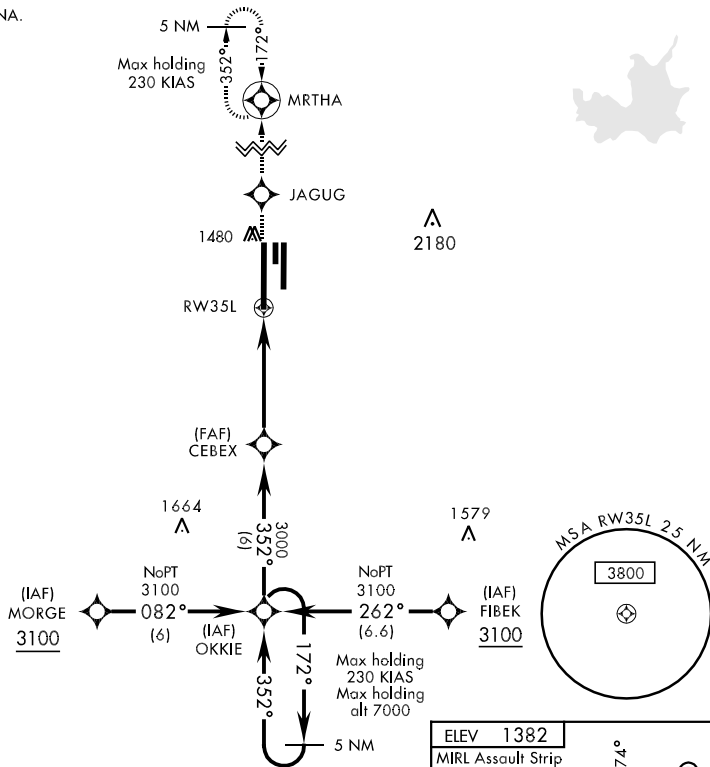
AL-482 [USAF]

ALTUS AFB (KLTS)

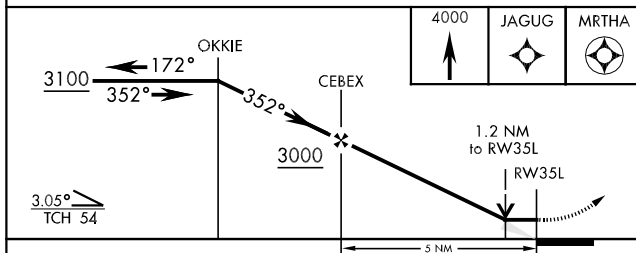
<p>▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.</p> <p>** Circling not authorized W of Rwy 17R-35L.</p>	<p>ALSF-1</p>	<p>MISSED APPROACH: Climb to 4000 direct JAGUG then via 352° track to MRTHA and hold.</p>
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ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 255.6	GND CON 121.85 275.8	CLNC DEL 120.65 284.7	ASR
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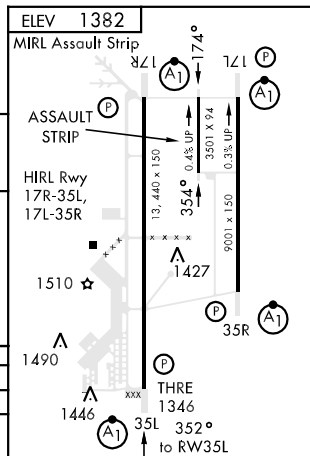
DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW35L 100 NM 4900



CATEGORY	A	B	C	D	E
INAV MDA *	1780/24 434 (400-½)		1780/40 434 (400-¾)		
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)



APCH CRS	Rwy Idg	9001
352°	THRE	1354
	Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

▼ \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,  
CAT CDE RVR to 60 and vis to 1½ miles.

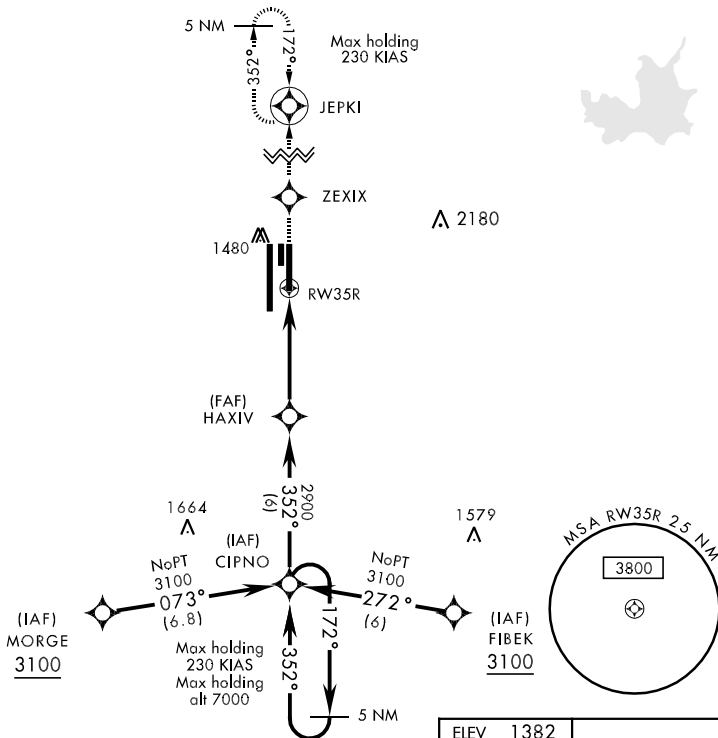
\*\* Circling not authorized W of Rwy 17R-35L.



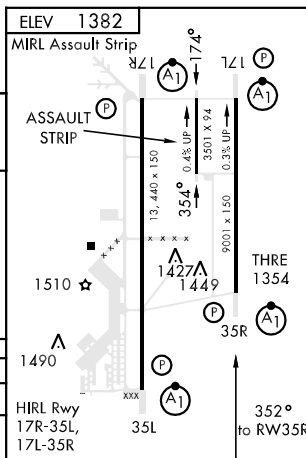
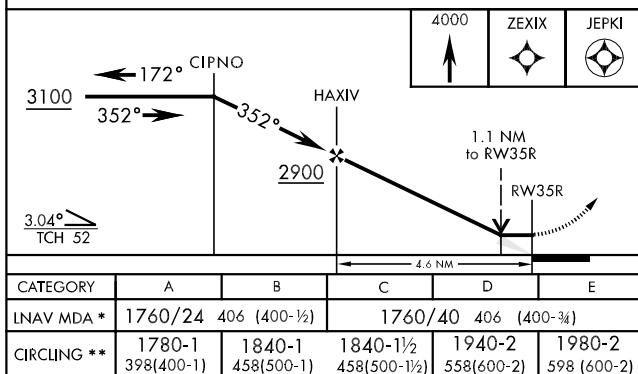
MISSED APPROACH: Climb to 4000  
direct ZEXIX then via 352° track to  
JEPKI and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW35R 100 NM 4900



VORTAC LTS <b>109.8</b> Chan <b>35</b>	APCH CRS <b>212°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Arpt Elev <b>1382</b>
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AL-482 [USAF]

ALTUS AFB (KLTS)



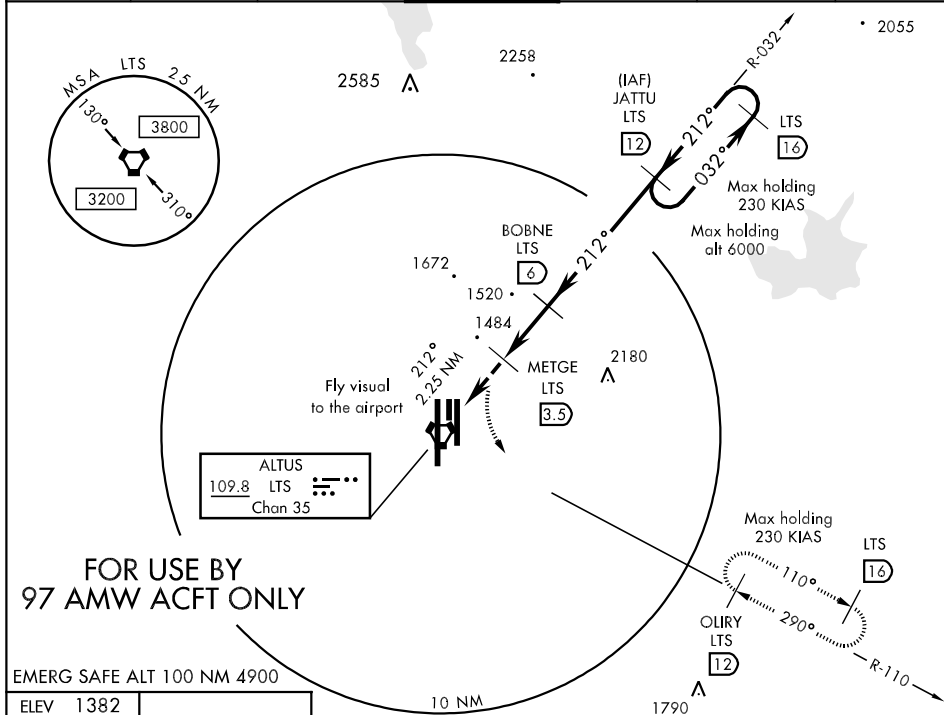
Circling not authorized W of Rwy 17R-35L.

Circling procedure when Rwy 35R/354°/35L in use.

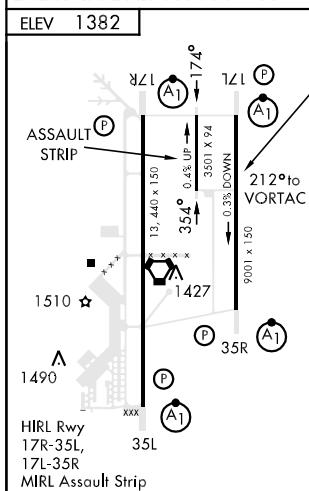
**MISSED APPROACH:** Climb to 2200 then climbing

left turn to 4000 direct OLIRY and hold.

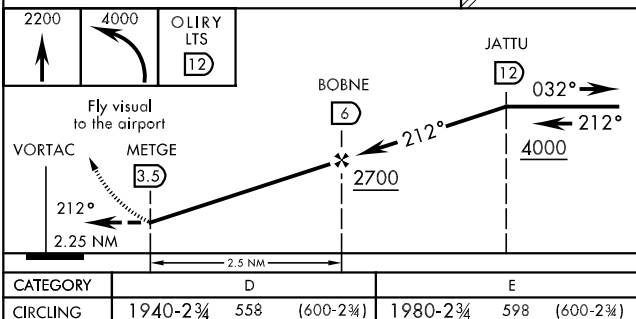
ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 255.6	GND CON 121.85 275.8	CLNC DEL 120.65 284.7	ASR
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EMERG SAFE ALT 100 NM 4900



## ATC RADAR REQUIRED



VORTAC LTS <b>109.8</b> Chan <b>35</b>	APCH CRS <b>290°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Arpt Elev <b>1382</b>
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AL-482 [USAF]

ALTUS AFB (KLTS)

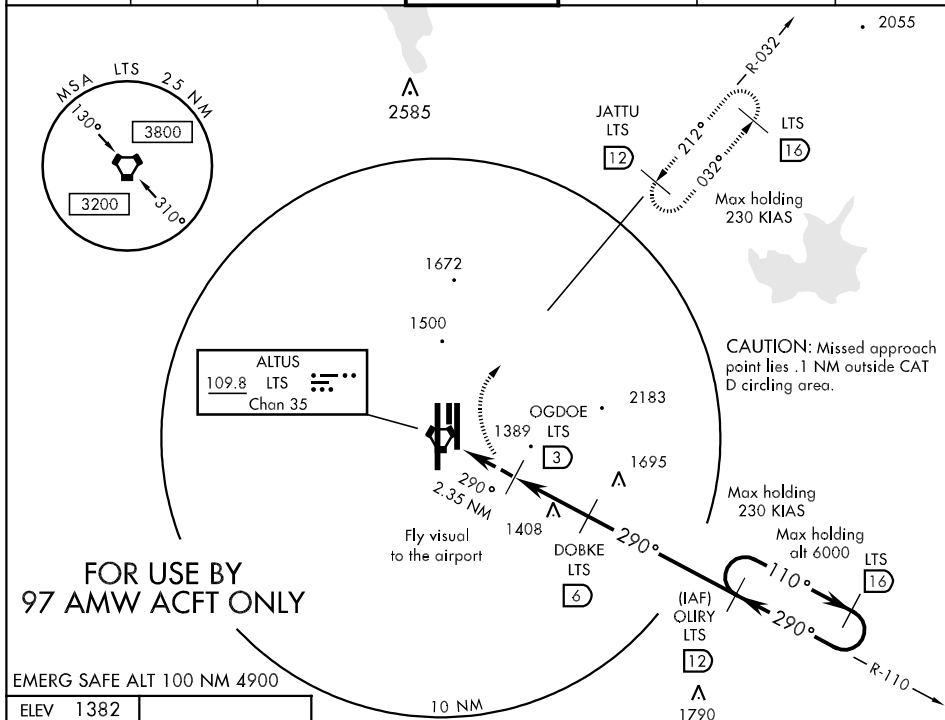


Circling not authorized W of Rwy 17R-35L.

Circling procedure when Rwy 17R/174°/17L in use.

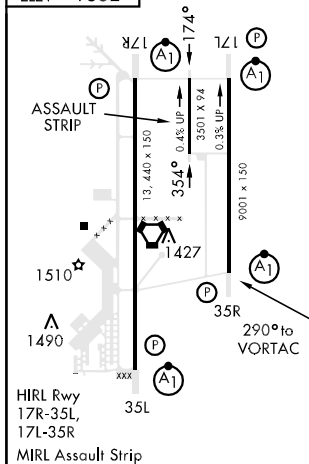
**MISSED APPROACH:** Climb to 2200 then climbing right turn to 4000 direct JATTU and hold.

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 255.6	GND CON 121.85 275.8	CLNC DEL 120.65 284.7	ASR
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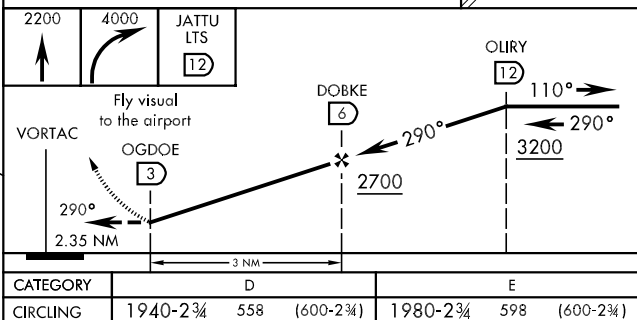


EMERG SAFE ALT 100 NM 4900

ELEV	1382
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## ATC RADAR REQUIRED



## ALTUS, OKLAHOMA

34°40'N-99°16'W

ALTUS AFB (KLTS)

Orig 10238

TACAN-D or VOR/DME-D

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

VORTAC LTS  
**109.8**  
Chan **35**

APCH CR  
191°

Rwy Idg	<b>9001</b>
THRE	<b>1382</b>
Arpt Elev	<b>1382</b>

AL-482 [USAF]

ALTUS AFB (KLTS)

**T** \* When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.  
\* \* Circling not authorized W of Rwy 17R-35L.

ALSF-1

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 4000 via LTS VORTAC R-145 to FOLPA and hold.

ATIS ★  
109.8 273.5

**FORT WORTH CENTER**  
**133.5 350.35**

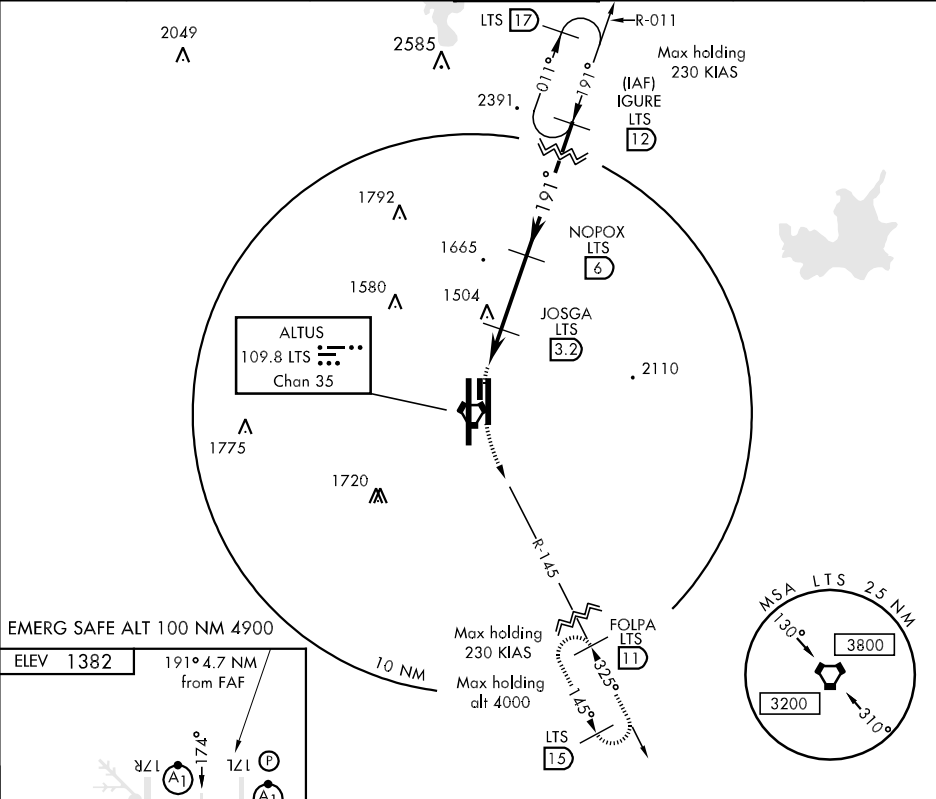
ALTUS APP CON  
**125.1 257.725**

ALTUS TOWER	
119.65	255.6

GND CON	
121.85	275.8

CLNC DEL  
**20.65 284.7**

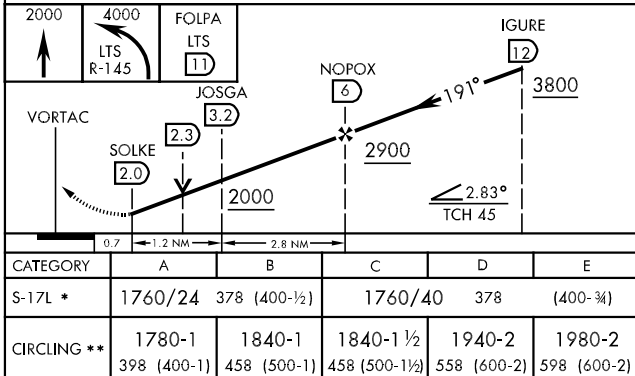
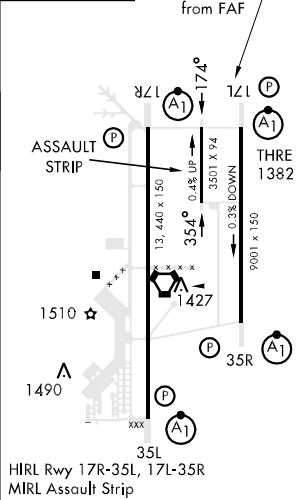
ASR



EMERG SAFE ALT 100 NM 4900

ELEV	1382
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191° 4.7 NM  
from FAF

ALTUS, OKLAHOMA  
Amdt 2 10182

34° 40' N-99° 16' W

ALTUS AFB (KLTS)



VORTAC LTS <b>109.8</b> Chn <b>35</b>	APCH CRS <b>168°</b>	Rwy Idg <b>13,440</b> THRE <b>1379</b> Arpt Elev <b>1382</b>
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AL-482 [USAF]

ALTUS AFB (KLTS)

**T** \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,  
CAT CDE RVR to 60 and vis to 1½ miles.  
\*\* Circling not authorized W of Rwy 17R-35L.

ALSF-1

**MISSED APPROACH:** Climb to 4000, fly heading 173° to COROX. Then via LTS VORTAC R-177 to HESSS and hold.

ATIS ★  
109.8 273.5

FORT WORTH CENTER  
**133.5 350.35**

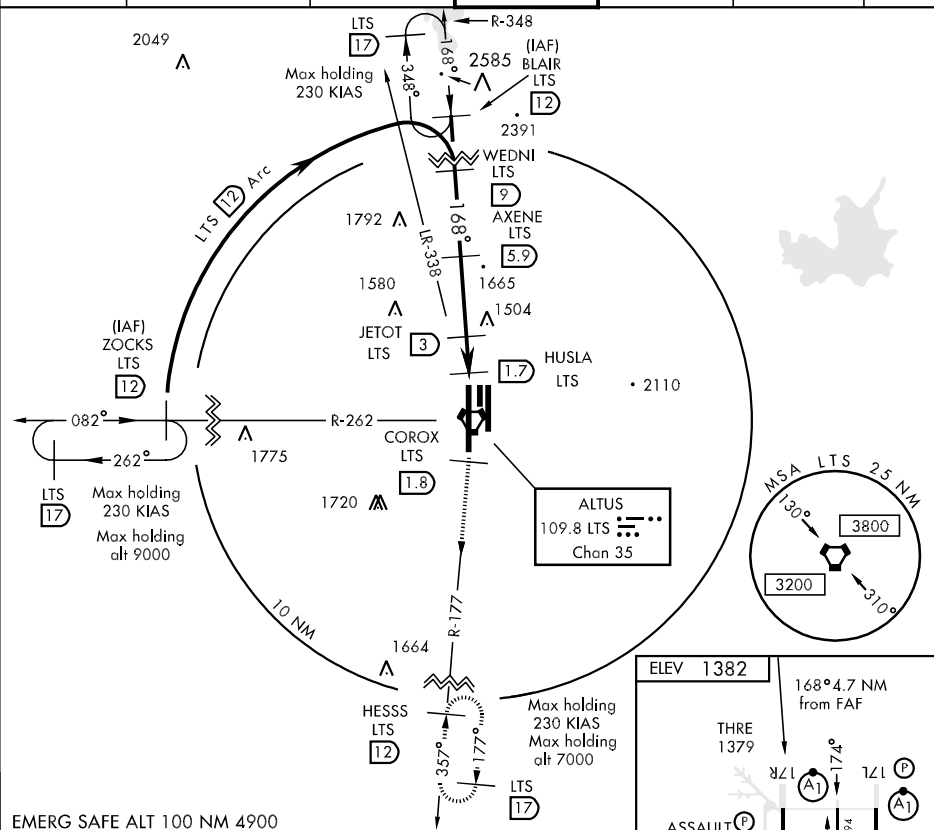
ALTUS APP CON  
125.1 257.725

ALTUS TOWER  
119.65 255.6

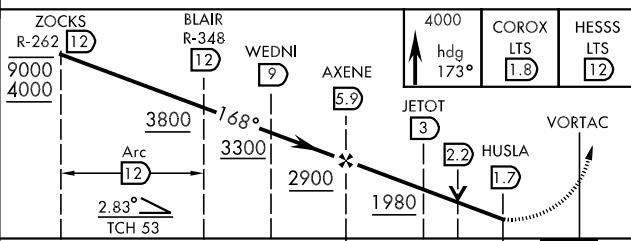
GND CON  
121.85 275.8

CLNC DEL  
120.65 284.7

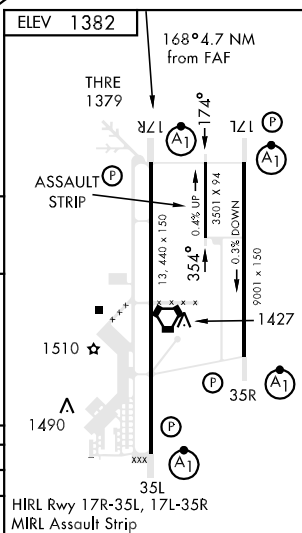
ASR



EMERG SAFE ALT 100 NM 4900



CATEGORY	A	B	C	D	E
S-17R *	1760/24 381	(400-½)	1760/35 381	(400-¾)	
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



ALTUS, OKLAHOMA

34° 40' N-99° 16' W

ALTUS AFB (KLTS)

Amdt 3 10182

TACAN or VOR/DME RWY 17R

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

VORTAC LTS 109.8 Chan 35	APCH CRS 357°	Rwy Idg 13,440 THRE 1346 Arpt Elev 1382
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AL-482 [USAF]

ALTUS AFB (KLTS)

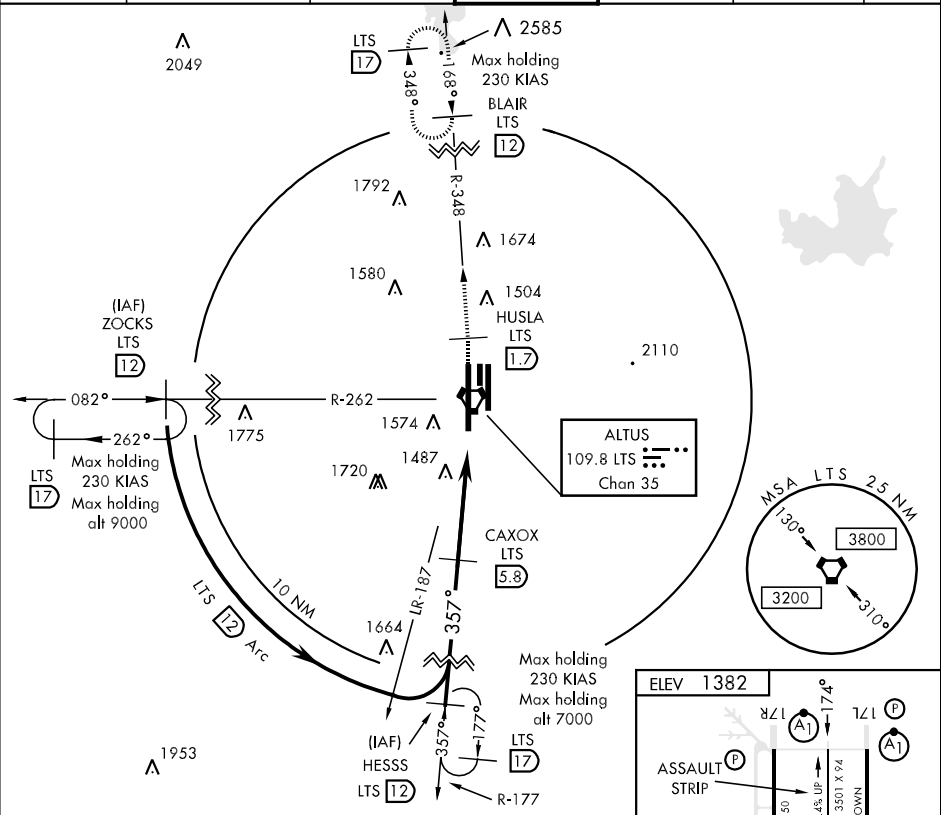
\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,  
 CAT CDE RVR to 60 and vis to 1½ miles.

\*\* Circling not authorized W of Rwy 17R-35L.

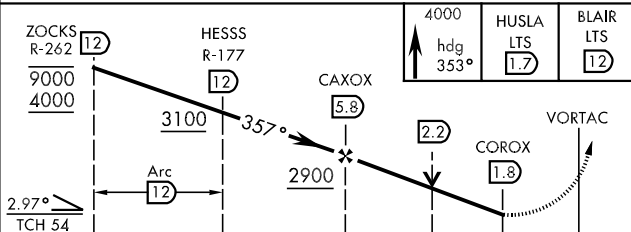


MISSED APPROACH: Climb to 4000,  
 fly heading 353° to HUSLA. Then via  
 LTS VORTAC R-348 to BLAIR and hold.

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 255.6	GND CON 121.85 275.8	CLNC DEL 120.65 284.7	ASR
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EMERG SAFE ALT 100 NM 4900



CATEGORY	A	B	C	D	E
S-35L *	1760/24	414 (400-½)	1760/40	414 (400-¾)	
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

ALTUS, OKLAHOMA

34°40'N-99°16'W

ALTUS AFB (KLTS)

Amdt 3 10182

TACAN or VOR/DME RWY 35L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC LTS <b>109.8</b> Chan <b>35</b>	APCH CRS <b>325°</b>	Rwy Idg THRE <b>1354</b> Arpt Elev <b>1382</b>
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AL-482 [USAF]

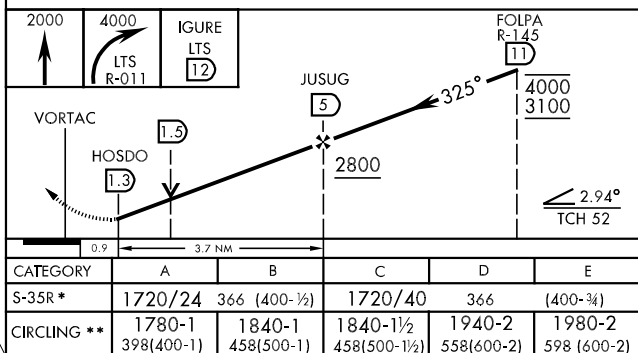
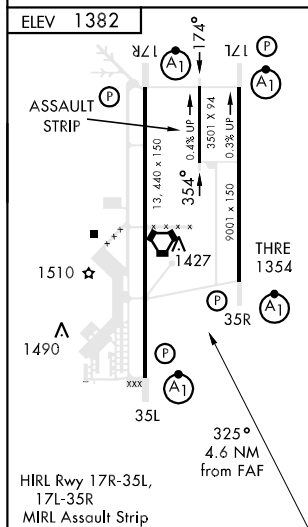
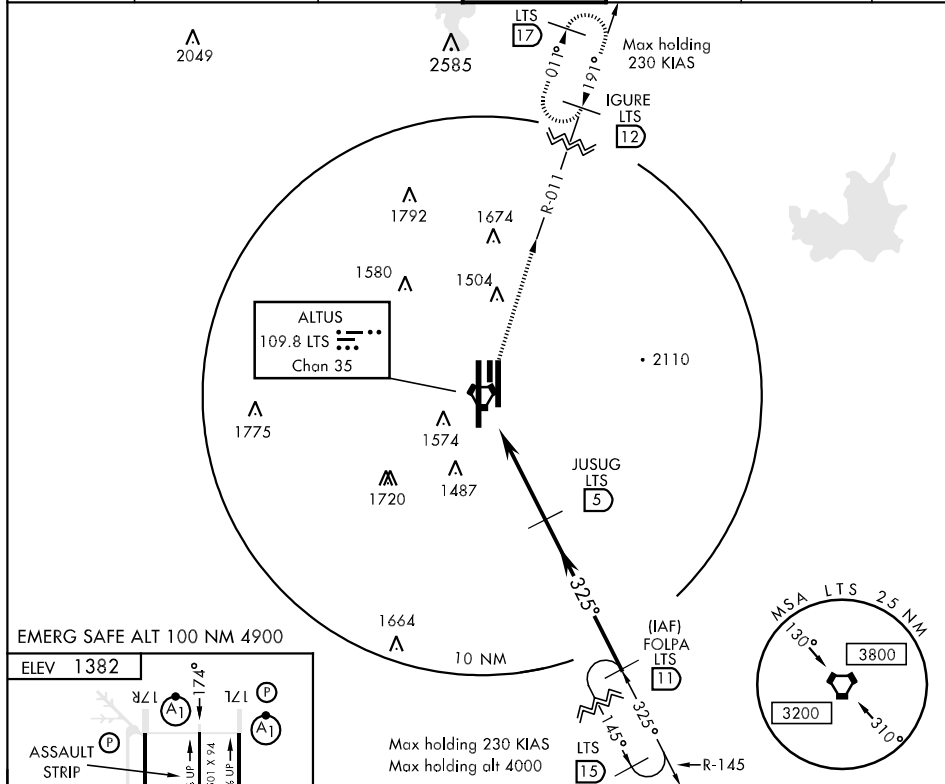
ALTUS AFB (KLTS)

▼ \* When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.  
 \*\* Circling not authorized W of Rwy 17R-35L.



MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via LTS VORTAC R-011 to IGURE and hold.

ATIS ★ <b>109.8 273.5</b>	FORT WORTH CENTER <b>133.5 350.35</b>	ALTUS APP CON <b>125.1 257.725</b>	ALTUS TOWER <b>119.65 255.6</b>	GND CON <b>121.85 275.8</b>	CLNC DEL <b>120.65 284.7</b>	ASR
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**ALTUS/QUARTZ MOUNTAIN RGNL** (AXS) 3 N UTC-6(-5DT) N34°41.93' W99°20.31'

DALLAS-FT. WORTH

1433 B S4 FUEL 100LL, JET A TPA-2433(1000) NOTAM FILE AXS

H-6H, L-17B

RWY 17-35: H5501X75 (CONC) S-30, D-48, 2D-90 MIRL 0.3% up N

IAP

RWY 17: PAPI(P4L)—GA 3.0° TCH 50'.

RWY 35: PAPI(P4L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended 1300-0300Z†. For svc after hrs call 580-471-0992. Do not mistake Altus AFB 4 miles southeast of arpt. 320' tower 2.6 miles south of arpt. Numerous agricultural acft ops invov arpt. Numerous heavy military jet acft ops invov arpt. Ultralight activity on and invov arpt. MIRL Rwy 17-35 preset med ints, to incr ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.825 (580) 477-1745.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

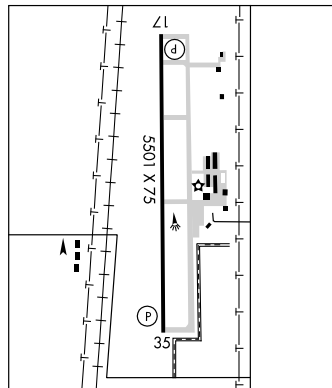
Ⓡ APP/DEP CON 125.1 (Mon-Fri 1430-0830Z† except Federal hols)

**FORT WORTH CENTER APP/DEP CON** 128.4 133.5 (Mon-Fri 0830-1430Z†, Sat-Sun and Federal hols 24 hrs)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HBR.

**HOBART (L) VORTACW** 111.8 HBR Chan 55 N34°51.99' W99°03.80' 224° 16.9 NM to fld. 1472/10E.

(L) **VORTAC** 109.8 LTS Chan 35 N34°39.77' W99°16.26' 295° 4.0 NM to fld. 1370/8E. NOTAM FILE MLC.



**ALVA RGNL** (AVK) 2 S UTC-6(-5DT) N36°46.39' W98°40.20'

WICHITA

1474 B S2 FUEL 100LL, JET A NOTAM FILE AVK

L-15D

RWY 17-35: H4386X75 (ASPH) S-15 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 52'. Building.

RWY 35: PAPI(P2L) Thld dsplcd 145'.

RWY 08-26: 1850X170 (TURF)

RWY 26: P-line.

**AIRPORT REMARKS:** Attended Oct-Mar 1400-2300Z†, Apr-Sep 1400-0000Z†. Fuel 24 hr automated credit card system. Rwy 08-26 CLOSED indef. PAEW adjacent Rwy 17-35. Rwy 08-26 gopher holes in rwy.

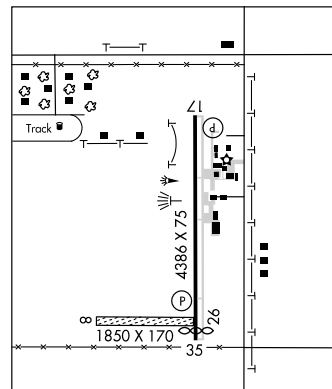
**WEATHER DATA SOURCES:** AWOS-3 121.125 (580) 327-6778.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ VANCE APP/DEP CON 119.775 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

Ⓡ KANSAS CITY CENTER APP/DEP CON 127.8. (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.



**ANTHONY (L) VORTAC** 112.9 ANY Chan 76 N37°09.54' W98°10.24' 219° 33.3 NM to fld. 1390/7E.

APP CRS **352°**  
 Rwy ldg **4241**  
 TDZE **1470**  
 Apt Elev **1474**

# RNAV (GPS) RWY 35

ALVA RGNL (AVK)

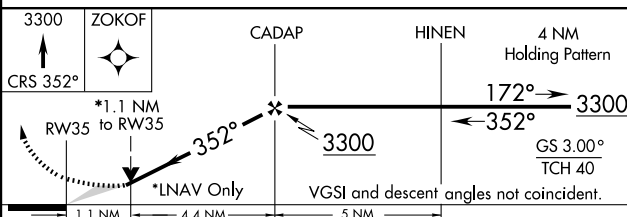
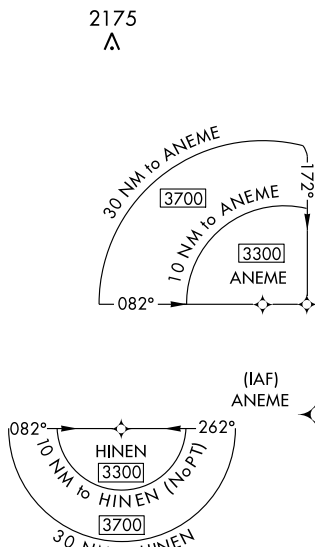
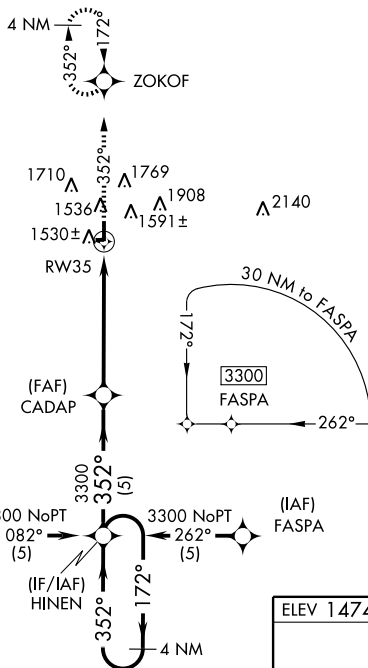
▼ If local altimeter setting not received, use Enid altimeter setting and increase all MDAs 140 feet. When neither received, procedure NA.  
 ▲ NA GPS or RNP-0.3 required. DME/DME RNP - 0.3 NA.  
 BARO-VNAV NA below -17°C (+2°F).  
 BARO-VNAV and VDP NA when using Enid altimeter setting.

MISSED APPROACH: Climb to 3300 via 352° course to ZOKOF WP and hold.

AWOS-3  
**121.125**

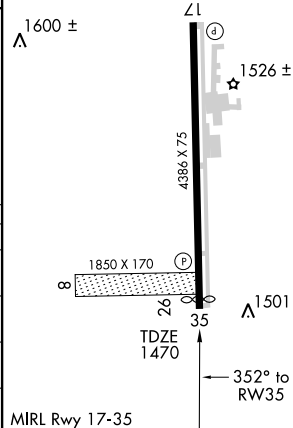
VANCE APP CON★  
**119.775 346.325**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1840-1¼	370 (400-1¼)		NA
LNAV MDA	1840-1	370 (400-1)		NA
CIRCLING	1960-1¼ 486 (500-1¼)	2120-1¼ 646 (700-1¼)	2120-1¼ 646 (700-1¼)	NA

ELEV 1474



**ANADARKO MUNI** (F68) 2 SW UTC-6(-5DT) N35°03.13' W98°15.84'

1286 B **FUEL** 100LL NOTAM FILE MLC

RWY 17-35: H3100X50 (ASPH) S-12.5 LIRL

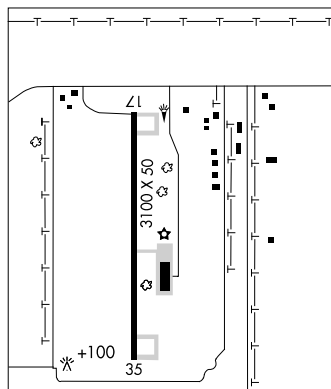
**AIRPORT REMARKS:** Unattended. Fuel avbl by phone req 405-247-2481 between 1400-2300Z+. After hours call police 405-247-2411.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 234° 37.1 NM to fld. 1237/7E. **HIWAS.**

DALLAS-FT. WORTH  
L-17C



**ANTLERS MUNI** (80F) 1 SW UTC-6(-5DT) N34°11.56' W95°38.99'

575 B **FUEL** 100LL NOTAM FILE MLC

RWY 17-35: H3299X60 (ASPH) S-12 MIRL

RWY 17: Trees. RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hr with automated credit card system. Rwy has moderate to severe cracking. **ACTIVATE** MIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

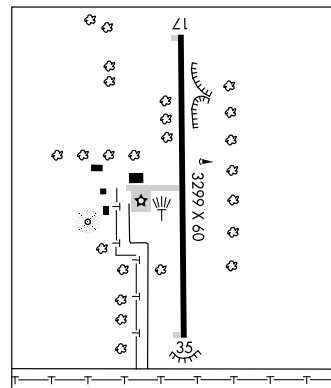
**(R) FORT WORTH CENTER APP/DEP CON** 124.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**MC ALESTER (L) VORTACW** 112.0 MLC Chan 57 N34°50.97' W95°46.94' 162° 39.9 NM to fld. 820/8E. **HIWAS.**

**NDB (MHW)** 391 AEE N34°11.51' W95°39.12' at fld.

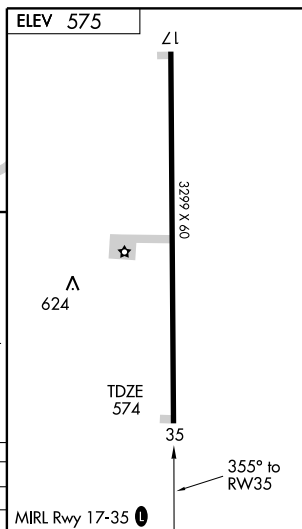
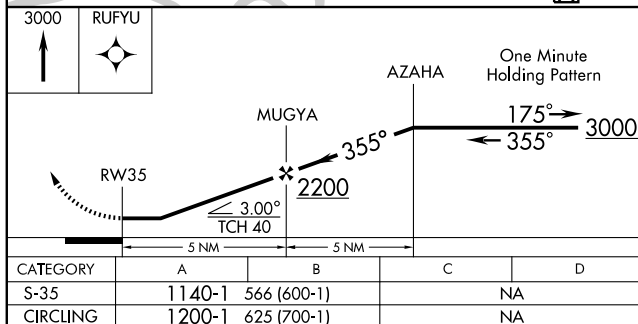
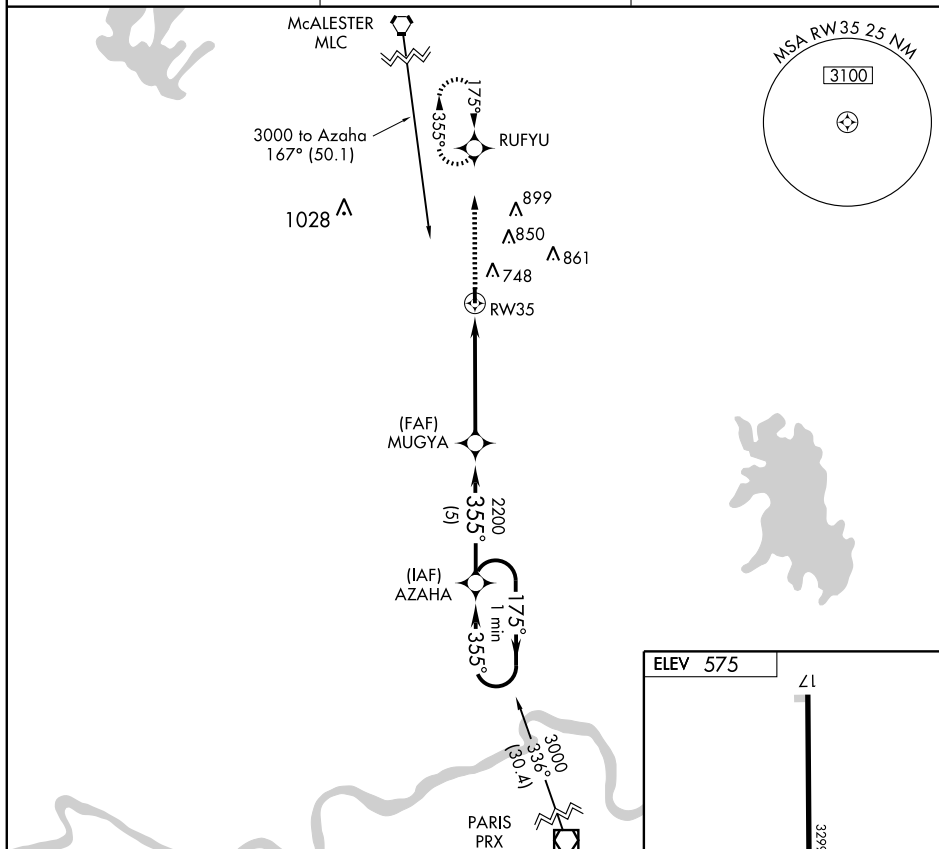
DALLAS-FT. WORTH  
L-17D  
IAP



APP CRS  
355°Rwy Idg **3299**  
TDZE **574**  
Apt Elev **575**GPS RWY 35  
ANTLERS MUNI (80F)

▲ NA Use Paris/Cox Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUFYU WP and hold.

Paris/Cox Field AWOS-3  
**119.675**FORT WORTH CENTER  
**124.875 307.2**CTAF  
**122.9 0**

NDB AEE <b>391</b>	APP CRS <b>347°</b>	Rwy Idg TDZE Apt Elev	<b>3299</b> <b>574</b> <b>575</b>
-----------------------	------------------------	-----------------------------	---

**NDB RWY 35**

ANTLERS MUNI (80F)

**▲** NA Use Paris/Cox Field altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct AEE NDB and hold.

Paris/Cox Field AWOS-3  
**119.675**

FORT WORTH CENTER  
**124.875 307.2**

CTAF  
**122.9 0**

1028 **▲**

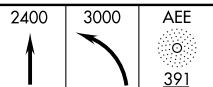
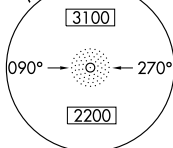
McALESTER  
112.0 MLC  
Chan 57

899 **▲**861 **▲**850 **▲**748 **▲**

IAF  
ANTLERS  
391 AEE

PARIS  
113.6 PRX  
Chan 83

MSA AEE 25 NM



NDB

Remain  
within 10 NM

2500

167°

347°

ELEV 575

ZL

3299 X 60

624 **▲**347° to  
AEE NDBTDZE  
574

35

MIRL Rwy 17-35 **0**

CATEGORY	A	B	C	D
S-35	1320-1 746 (800-1)	1320-1¼ 746 (800-1¼)	NA	
CIRCLING	1320-1 745 (800-1)	1320-1¼ 745 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					



## ARDMORE

ARDMORE DOWNTOWN EXECUTIVE (1F0) 1 SE UTC-6(-5DT) N34°08.82' W97°07.36'

DALLAS-WORTH

844 B FUEL 100LL, JET A TPA-1800(956) NOTAM FILE 1F0

H-6H, L-17C  
IAP

RWY 17-35: H5000X75 (ASPH) S-20 MIRL

RWY 17: REIL. PAPI(P4L)—GA 4.0° TCH 30'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300, Sun 1800-2300Z.

Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt.

Rotating bcn OTS indef. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.15 (580) 226-1536.

COMMUNICATIONS: CTAF/UNICOM 122.7

® FORT WORTH CENTER APP/DEP CON 128.1

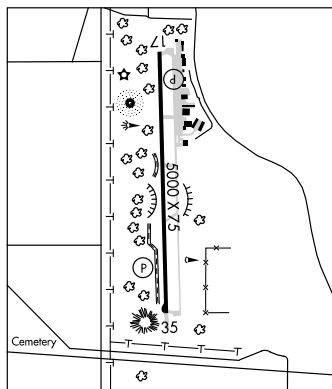
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

(H) VORTACW 116.7 ADM Chan 114 N34°12.70'

W97°10.09' 144° 4.5 NM to fld. 937/6E. Unusable

316°-326° blo 4,000'.



ARDMORE MUNI (ADM) 10 NE UTC-6(-5DT) N34°18.26' W97°01.24'

DALLAS-FT. WORTH

777 B S2 FUEL 100LL, JET A NOTAM FILE ADM

H-6H, L-17C  
IAP, AD

RWY 13-31: H9001X150 (CONC) S-24 HIRL

RWY 13: PAPI(P4L)—GA 3.0° TCH 57'. Gnd. 0.5% down SE

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 52'. Trees. 0.6% up NW

RWY 17-35: H5350X100 (ASPH) S-36 MIRL 0.5% up N

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0500Z, Sat-Sun

1300-2300Z. Deer on and invof arpt. Twr 37' AGL 800' east of

Rwy 31. Rwy 13-31 open daylight only. HIRL OTS indef. ACTIVATE

HIRL Rwy 13-31, MIRL Rwy 17-35 and MALSR Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 (580) 389-5078. LAWRS.

COMMUNICATIONS: CTAF 118.5 ATIS 125.6 UNICOM 122.95

RCO 122.55 (MCALESTER RADIO)

FORT WORTH CENTER APP/DEP CON 128.1

TOWER 118.5 (Mon-Fri 1300-0500Z, Sat-Sun 1300-2300Z)

GND CON 121.8

AIRSPACE: CLASS D svc Mon-Fri 1300-0500Z, Sat-Sun 1300-2300Z  
other times CLASS G.

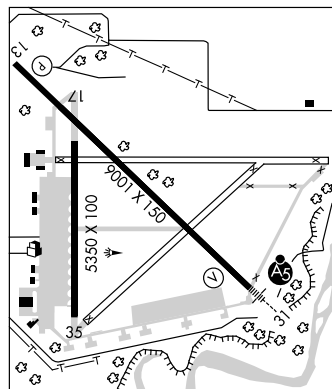
RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

(H) VORTACW 116.7 ADM Chan 114 N34°12.70'

W97°10.09' 047° 9.2 NM to fld. 937/6E.

ADDMO NDB (LOM) 400 AI N34°13.94' W96°55.99' 309° 6.1 NM to fld. Unmonitored when twr clsd.

ILS 108.9 I-AIW Rwy 31. LOM ADDMO NDB. Unmonitored when twr clsd.



## ARROWHEAD (See CANADIAN)

ATOKA MUNI (AQR) 1 NW UTC-6(-5DT) N34°23.90' W96°08.88'

DALLAS-FT. WORTH

590 B FUEL 100LL NOTAM FILE AQR

L-17D

RWY 18-36: H3015X40 (ASPH) S-4 MIRL

RWY 18: Thld dspcd 197'. Trees. RWY 36: Thld dspcd 233'. Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with automated credit card system.

WEATHER DATA SOURCES: AWOS-3 121.125 (580) 889-6924.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 206° 32.5 NM to fld. 820/8E.

HIWAS.

APP CRS <b>172°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>839</b> <b>844</b>
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## GPS RWY 17

ARDMORE DOWNTOWN EXECUTIVE (1F0)

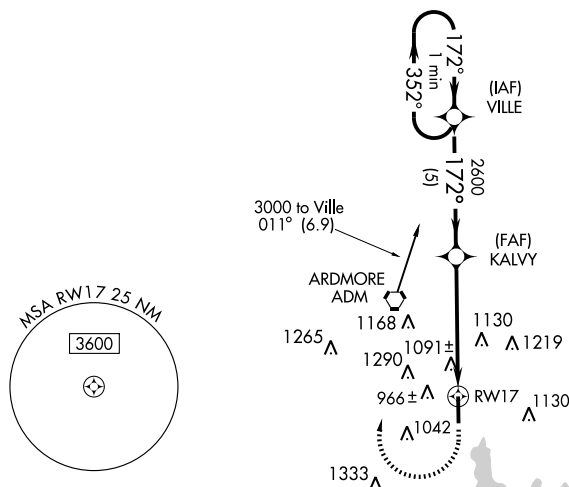


**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3000 direct VILLE WP and hold.

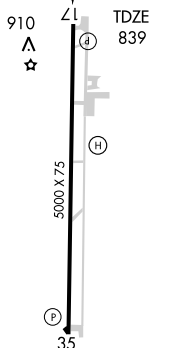
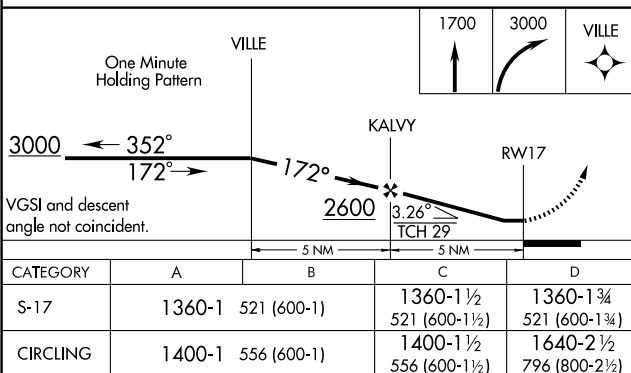
AWOS-3  
118.15

FORT WORTH CENTER  
128.1 327.15

GCO  
121.725

UNICOM  
122.7 (CTAF) **L**

ELEV 844

2584  $\Delta$ 

MIRL Rwy 17-35 **L**  
REIL Rwy 17 and 35 **L**

ARDMORE, OKLAHOMA  
Orig-A 07186

ARDMORE DOWNTOWN EXECUTIVE (1F0)

GPS RWY 17

34°09'N-97°07'W

SC-1. 21 OCT 2010 to 18 NOV 2010

APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>842</b> <b>844</b>
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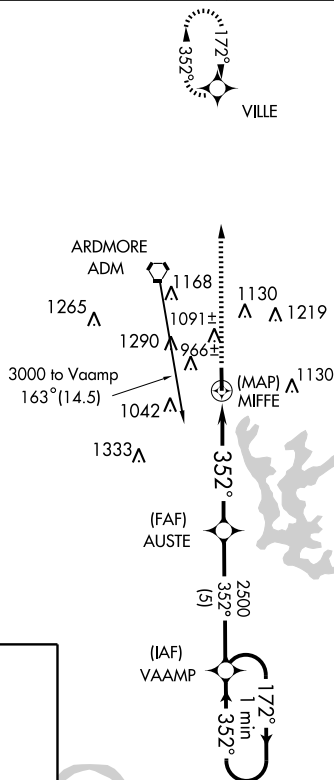
**GPS RWY 35**

ARDMORE DOWNTOWN EXECUTIVE (1F0)



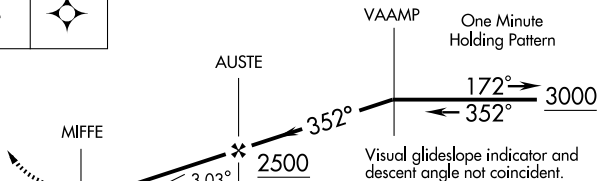
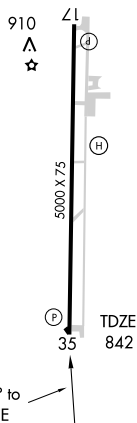
NA

MISSED APPROACH: Climb to 3000 direct VILLE WP and hold.

AWOS-3  
**118.15**FORT WORTH CENTER  
**128.1 327.15**GCO  
**121.725**UNICOM  
**122.7** (CTAF) 

2584

ELEV 844

MIRL Rwy 17-35   
REIL Rwy 17 and 35 

CATEGORY	A	B	C	D
S-35	1260-1	418 (500-1)	1260-1 1/4	418 (500-1 1/4)
CIRCLING	1420-1	578 (600-1)	1420-1 1/2 578 (600-1 1/2)	1600-2 1/2 758 (800-2 1/2)

ARDMORE, OKLAHOMA

Orig A 07186

ARDMORE DOWNTOWN EXECUTIVE (1F0)

34°09'N-97°07'W

**GPS RWY 35**

VORTAC ADM <b>116.7</b> Chan <b>114</b>	APP CRS <b>144°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>844</b>
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VOR-A

ARDMORE DOWNTOWN EXECUTIVE (1F0)

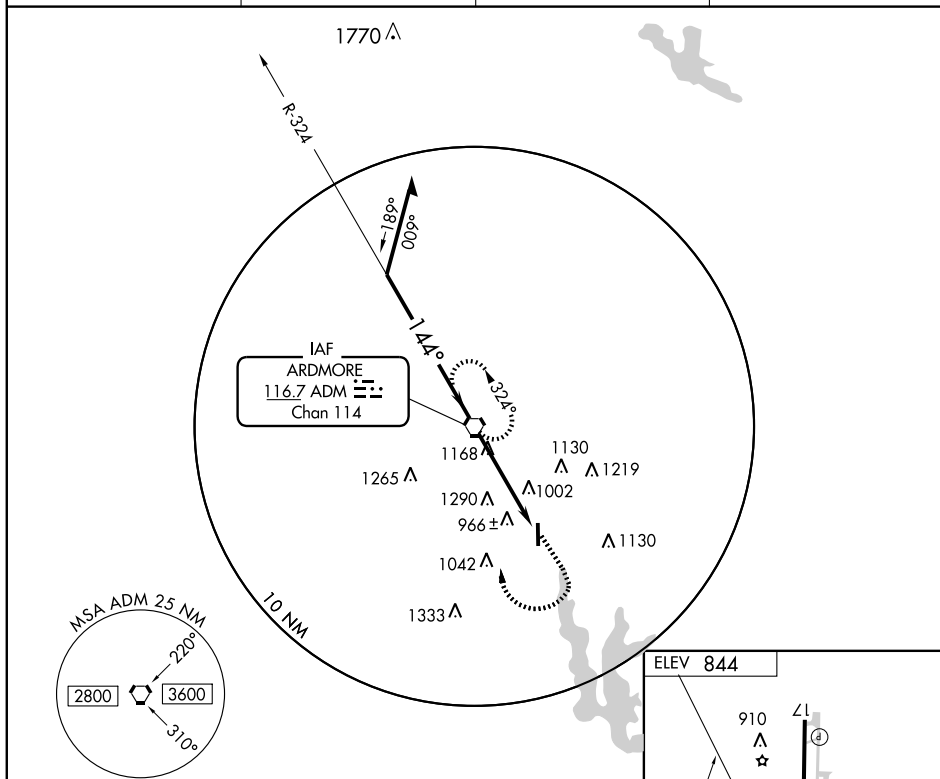

**T** If local altimeter setting not received, use Henry Post AAF, **A** NA FT. Sill altimeter setting and increase all MDAs 220 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

AWOS-3  
118.15

FORT WORTH CENTER  
128.1 327.15

GCO  
121.725

UNICOM  
122.7 (CTAF) 

Remain  
within 10 NM

VORTAC

2000

3000

ADM

144° 4.1 NM  
from FAF

2800

2000

ADM  
41D

← 4.1 NM →

CATEGORY

A

	B
--	---

---

D

FAF to MAP 4.1 NM

CIRCUIT

1.5 10 1 100 1300 11

1540-2

1600-2½

Knots	60	90	120	150	180
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Min:Sec	4:06	2:44	2:03	1:38	1:22
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ARDMORE, OKLAHOMA

Amdt 13A 08213

ARDMORE DOWNTOWN EXECUTIVE (1F0)

VOR-A

34°09'N-97°07'W

SC-1. 21 OCT 2010 to 18 NOV 2010

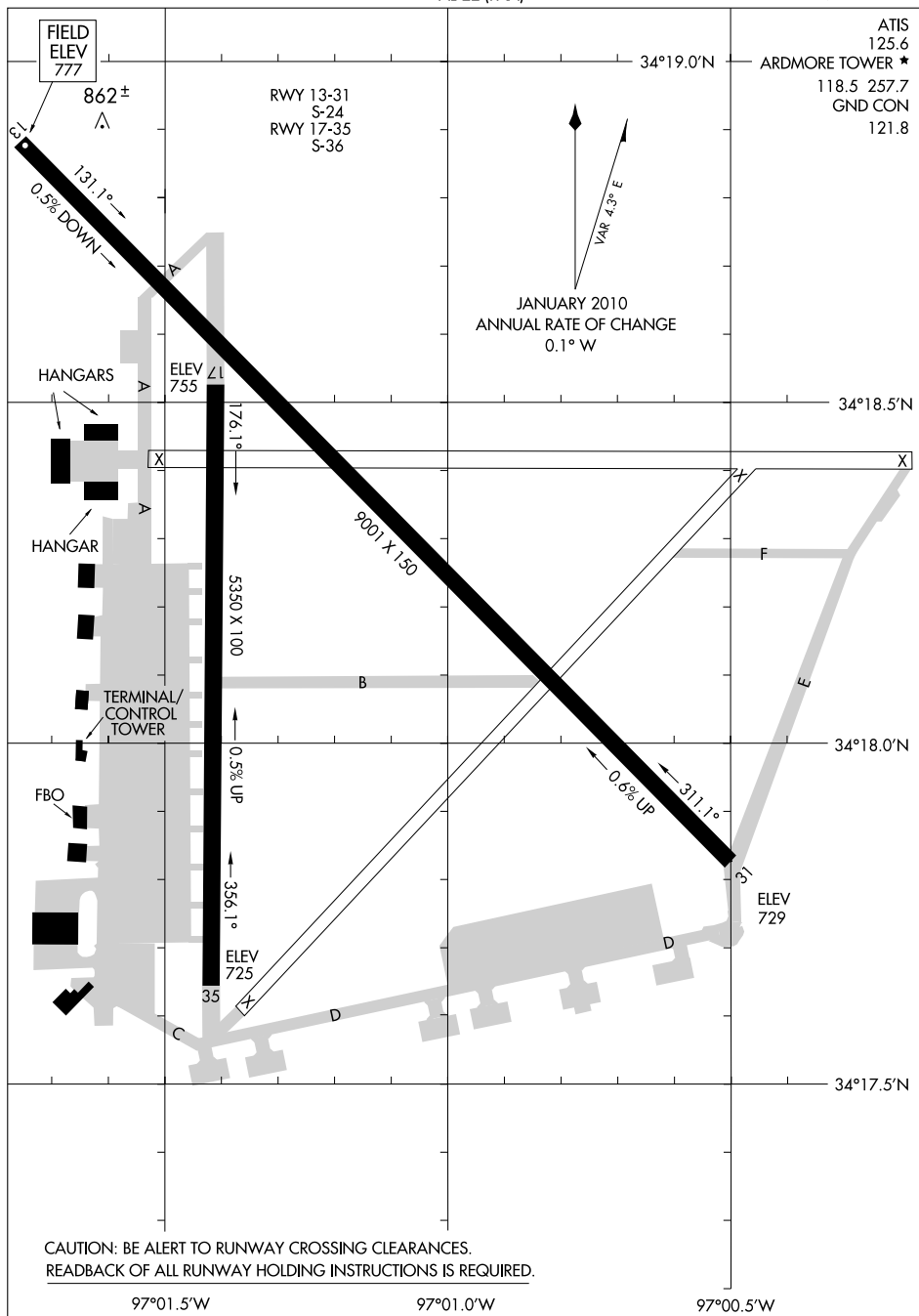
SC-1, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

AL-22 (FAA)

ARDMORE MUNI (ADM)  
ARDMORE, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010



SC-1, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

ARDMORE, OKLAHOMA  
ARDMORE MUNI (ADM)

## ARDMORE

ARDMORE DOWNTOWN EXECUTIVE (1F0) 1 SE UTC-6(-5DT) N34°08.82' W97°07.36'

DALLAS-WORTH

844 B FUEL 100LL, JET A TPA-1800(956) NOTAM FILE 1F0

H-6H, L-17C

RWY 17-35: H5000X75 (ASPH) S-20 MIRL

IAP

RWY 17: REIL. PAPI(P4L)—GA 4.0° TCH 30'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300, Sun 1800-2300Z.

Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt.

Rotating bcn OTS indef. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.15 (580) 226-1536.

COMMUNICATIONS: CTAF/UNICOM 122.7

® FORT WORTH CENTER APP/DEP CON 128.1

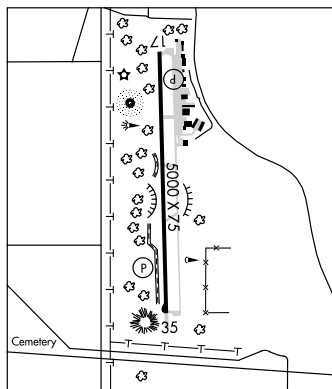
GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

(H) VORTACW 116.7 ADM Chan 114 N34°12.70'

W97°10.09' 144° 4.5 NM to fld. 937/6E. Unusable

316°-326° blo 4,000'.



ARDMORE MUNI (ADM) 10 NE UTC-6(-5DT) N34°18.26' W97°01.24'

DALLAS-FT. WORTH

777 B S2 FUEL 100LL, JET A NOTAM FILE ADM

H-6H, L-17C

RWY 13-31: H9001X150 (CONC) S-24 HIRL

IAP, AD

RWY 13: PAPI(P4L)—GA 3.0° TCH 57'. Gnd. 0.5% down SE

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 52'. Trees. 0.6% up NW

RWY 17-35: H5350X100 (ASPH) S-36 MIRL 0.5% up N

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0500Z, Sat-Sun

1300-2300Z. Deer on and invof arpt. Twr 37' AGL 800' east of

Rwy 31. Rwy 13-31 open daylight only. HIRL OTS indef. ACTIVATE

HIRL Rwy 13-31, MIRL Rwy 17-35 and MALSR Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 (580) 389-5078. LAWRS.

COMMUNICATIONS: CTAF 118.5 ATIS 125.6 UNICOM 122.95

RCO 122.55 (MCALISTER RADIO)

FORT WORTH CENTER APP/DEP CON 128.1

TOWER 118.5 (Mon-Fri 1300-0500Z, Sat-Sun 1300-2300Z)

GND CON 121.8

AIRSPACE: CLASS D svc Mon-Fri 1300-0500Z, Sat-Sun 1300-2300Z  
other times CLASS G.

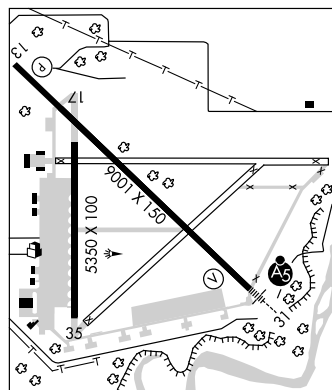
RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

(H) VORTACW 116.7 ADM Chan 114 N34°12.70'

W97°10.09' 047° 9.2 NM to fld. 937/6E.

ADDMO NDB (LOM) 400 AI N34°13.94' W96°55.99' 309° 6.1 NM to fld. Unmonitored when twr clsd.

ILS 108.9 I-AIW Rwy 31. LOM ADDMO NDB. Unmonitored when twr clsd.



## ARROWHEAD (See CANADIAN)

ATOKA MUNI (AQR) 1 NW UTC-6(-5DT) N34°23.90' W96°08.88'

DALLAS-FT. WORTH

590 B FUEL 100LL NOTAM FILE AQR

L-17D

RWY 18-36: H3015X40 (ASPH) S-4 MIRL

RWY 18: Thld dspcd 197'. Trees. RWY 36: Thld dspcd 233'. Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with automated credit card system.

WEATHER DATA SOURCES: AWOS-3 121.125 (580) 889-6924.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 206° 32.5 NM to fld. 820/8E.

HIWAS.

## HOT SPOTS

THERE ARE NO HOT SPOTS  
FOR ARKANSAS OR  
OKLAHOMA

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

LOC I-AIW <b><u>108.9</u></b>	APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>732</b> <b>762</b>
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ILS or LOC RWY 31  
ARDMORE MUNI (ADM)

**T** When control tower closed use Ardmore Downtown Executive altimeter setting.

**A** For inoperative MALS increase S-LOC 31 visibility to 1 mile Cats A/B/C.

Inoperative table does not apply to S-ILS.

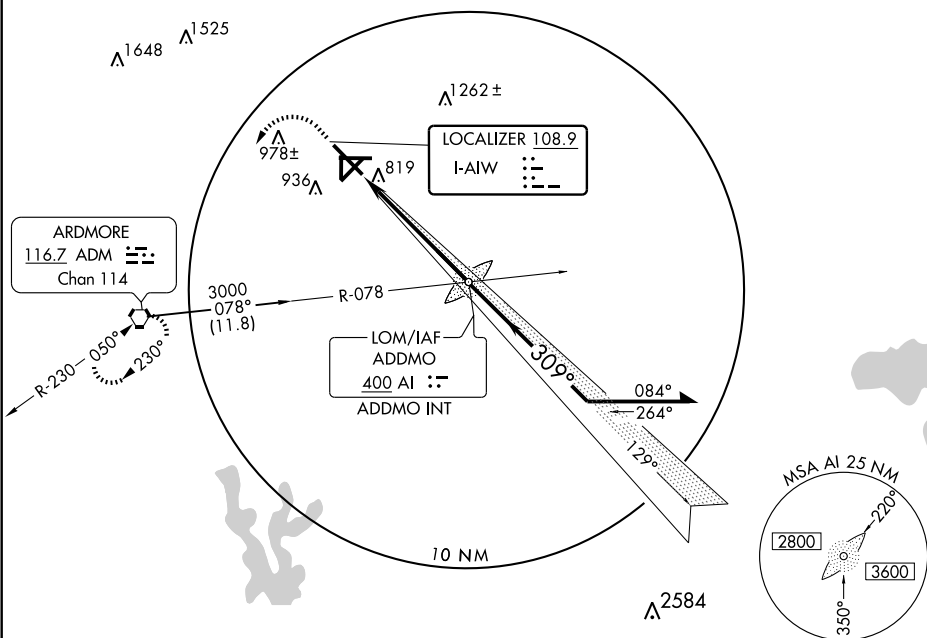
Autopilot coupled approach not authorized below 130

MALSR

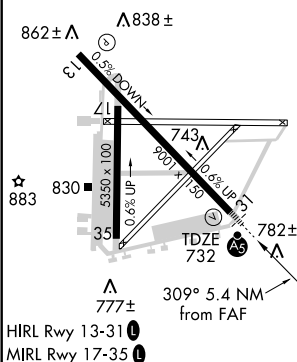


**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

ATIS 125.6	FORT WORTH CENTER 128.1 327.15	ARDMORE TOWER★ 118.5 (CTAF) 0 257.7	GND CON 121.8	UNICOM 122.95
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ELEV 762

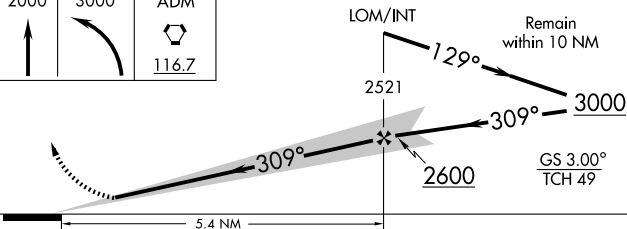
MIRL Rwy 17-35 **L**

EAE to MA

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

ARDMORE, OKLAHOMA  
Amdt 4B 09351

2000	3000	ADM
		
		<u>116.7</u>



CATEGORY	A	B	C	D
S-ILS 31	932-3/4 200 (200-3/4)			
S-LOC 31	1080-3/4 348 (400-3/4)			
CIRCLING	1300-1 538 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2 1/2 778 (800-2 1/2)
ARDMORE DOWNTOWN EXECUTIVE ALTIMETER SETTING MINIMUMS				
S-ILS 31	969-3/4 237 (300-3/4)			
S-LOC 31	1120-3/4 388 (400-3/4)			
CIRCLING	1340-1 578 (600-1)	1420-1 658 (700-1)	1540-2 1/4 778 (800-2 1/4)	1580-2 3/4 818 (900-2 3/4)

34°18'N-97°01'W

ARDMORE MUNI (ADM)

ILS or LOC RWY 31



## LAND AND HOLD SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD  
SHORT OPERATIONS (LAHSO)  
FOR ARKANSAS OR OKLAHOMA

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>732</b> <b>762</b>
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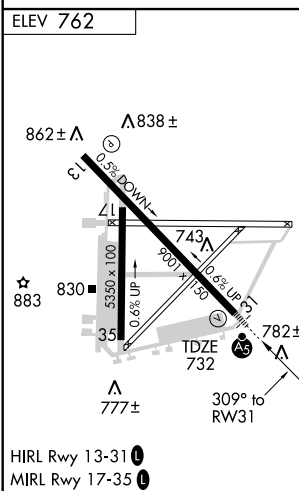
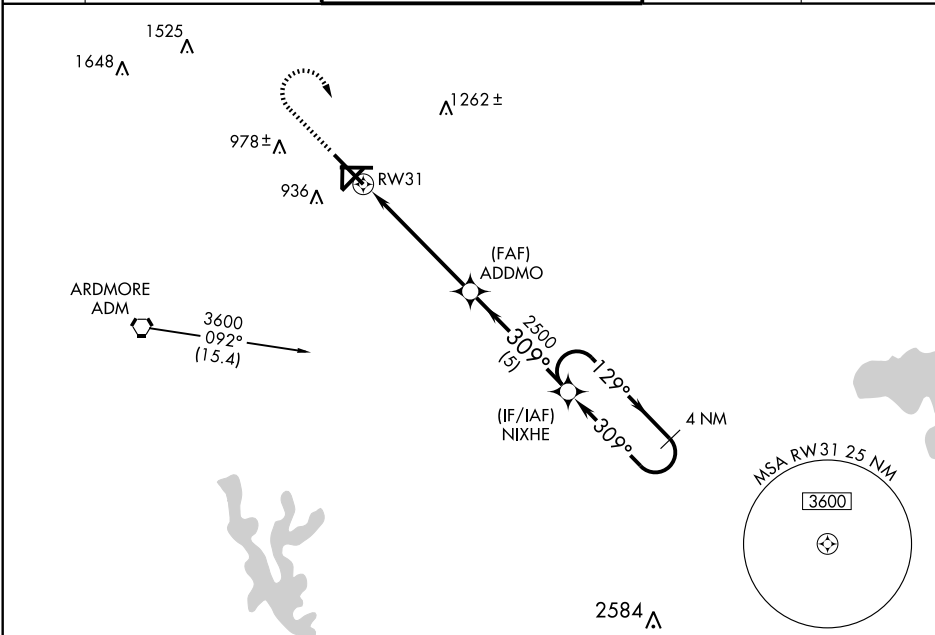
**▼** When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet. VDP NA when using Ardmore Downtown Executive altimeter setting. For inoperative MALSR increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 2000 then climbing right turn to 3600 direct NIXHE WP and hold.

ATIS <b>125.6</b>	FORT WORTH CENTER <b>128.1 327.15</b>	ARDMORE TOWER ★ <b>118.5 (CTAF) 257.7</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
----------------------	--	--	-------------------------	-------------------------



	2000	3600	NIXHE	
	↑	↪	★	
			ADDMO	NIXHE
			1.5 NM to RW31	4 NM Holding Pattern
			2500	3600
			3.00° TCH 52	
	1.5	3.9 NM	5 NM	
CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1260- <sup>3</sup> / <sub>4</sub>	528 (500- <sup>3</sup> / <sub>4</sub> )	1260-1 528 (500-1)	1260-1 <sup>1</sup> / <sub>4</sub> 528 (500-1 <sup>1</sup> / <sub>4</sub> )
CIRCLING	1300-1 538 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2 <sup>1</sup> / <sub>2</sub> 778 (800-2 <sup>1</sup> / <sub>2</sub> )

VORTAC ADM  
**116.7**  
Chan **114**

APP CRS  
050°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
35	100	100
36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
41	100	100
42	100	100
43	100	100
44	100	100
45	100	100
46	100	100
47	100	100
48	100	100
49	100	100
50	100	100
51	100	100
52	100	100
53	100	100
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55	100	100
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84	100	100
85	100	100
86	100	100
87	100	100
88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A  
N/A  
762

VOR-B  
ARDMORE MUNI (ADM)

**T** When control tower closed use Ardmore Downtown  
**A** Executive altimeter setting and increase all MDAs 40 feet.

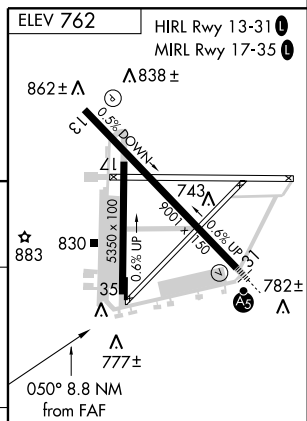
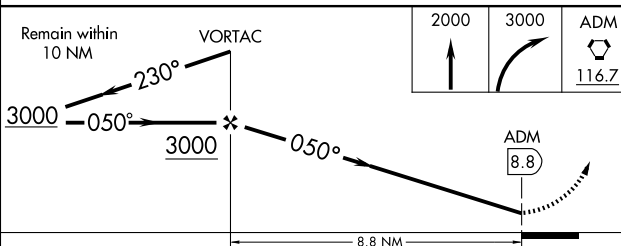
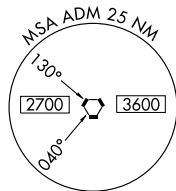
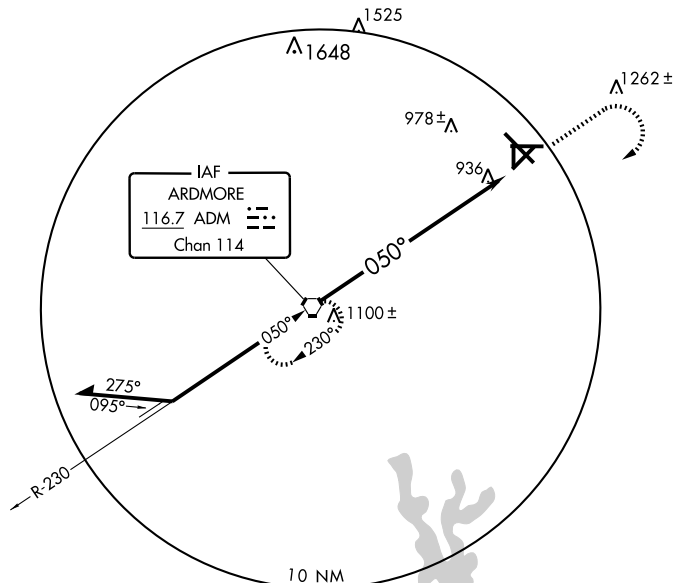
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

ATIS  
**125.6**

**FORT WORTH CENTER**  
**128.1 327.15**

ARDMORE TOWER ★  
118.5 (CTAF) **L** 257.7

GND CON  
**121.8**

UNICOM  
122.95

CATEGORY	A	B	C	D
CIRCLING	1340-1 578 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

ARDMORE, OKLAHOMA  
Amdt 1 09351

34°18'N-97°01'W

ARDMORE MUNI (ADM)

VOR-B

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010






WAAS Chan <b>58201</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE Apt Elev	<b>6200</b> <b>695</b> <b>711</b>
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# RNAV (GPS) RWY 17

BARTLESVILLE MUNI (BVO)

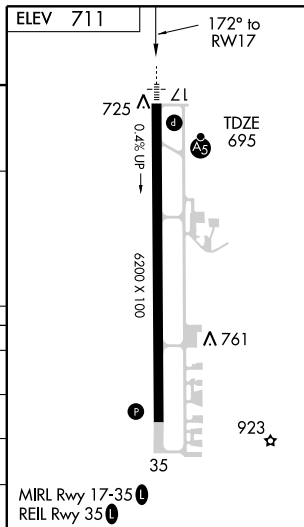
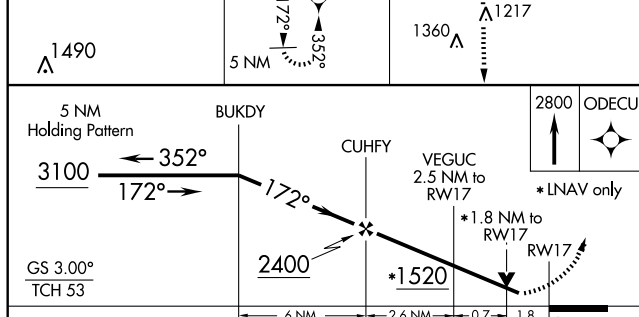
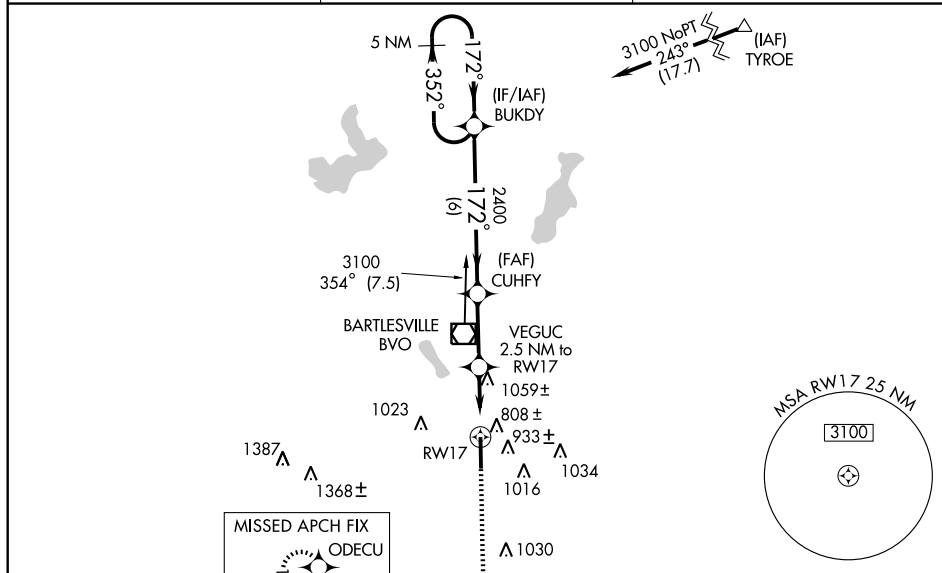
**▼** For inoperative MALSR, increase LNAV MDA Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile.

**MALSR**  
  
**MISSED APPROACH:**  
Climb to 2800 direct ODECU and hold.

AWOS  
**132.675**

KANSAS CITY CENTER  
**128.8 354.1**

UNICOM  
**123.0(CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1192-1¼ 497 (500-1¼)			
LNAV/VNAV DA	1451-2¼ 756 (800-2¼)			
LNAV MDA	1320-¾ 625 (700-¾)	1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)	
CIRCLING	1400-1 689 (700-1)	1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)	

WAAS  
Chan **61305**  
**W35A**APP CRS  
**352°**Rwy Idg **6200**  
TDZE **711**  
Apt Elev **711****RNAV (GPS) RWY 35**  
BARTLESVILLE MUNI (BVO)

⚠ Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, circling Cat B/C/D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3100 direct BUKDY and hold.

AWOS  
**132.675**KANSAS CITY CENTER  
**128.8 354.1**UNICOM  
**123.0(CTAF) 0**

MSA RW35 25 NM

3100

BARTLESVILLE  
BVO2800  
171° (14.6)

1023

1387

989±

1148±

1179±

1360

352°

(6)

2000

(IF/IAF)

ODECU

172°

352°

5 NM

2800 NoPT

175°

(6)

(IAF)

LOMAC

3100

BUKDY

\*LNAV only

RW35

1.8 NM

2.1 NM

6 NM

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

A

B

C

D

961-1

250 (300-1)

1327-2¼

616 (700-2¼)

1340-1

629 (700-1)

1340-1¾

629 (700-1¾)

1400-2

689 (700-2)

1400-2¼

689 (700-2¼)

MISSED APCH FIX

5 NM

172°

352°

BUKDY

2800 NoPT

270°

(13.1)

(IAF)

MURNA

2035

ELEV 711

725

0.4% UP

6200 X 100

A 761

923

35

352° to RW35

MIRL Rwy 17-35

REIL Rwy 35

TDZE 711

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

VOR/DME BVO  
117.9  
Chan 126

APP CRS  
348°

Rwy Idg 6200  
TDZE 711  
Apt Elev 711

VOR/DME RWY 35  
BARTLESVILLE MUNI (BVO)

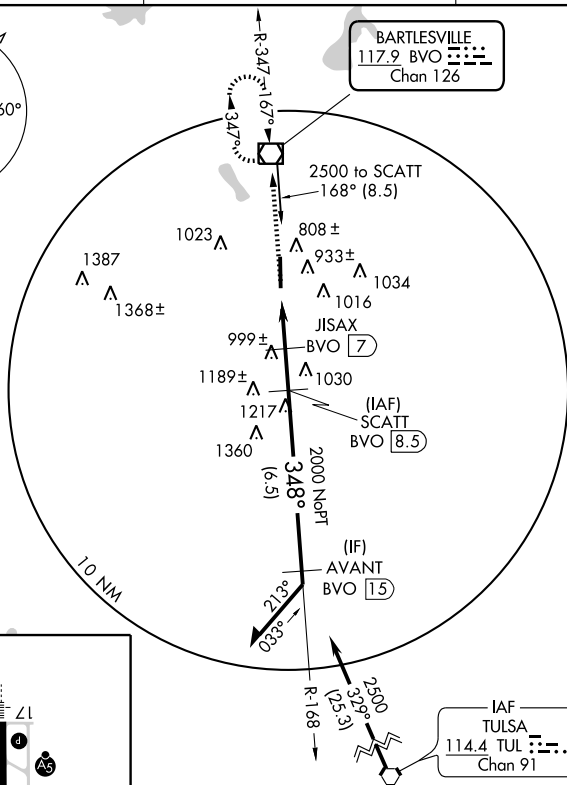
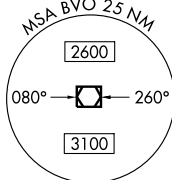
⚠ Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 Cat C/D visibility ¼ mile. Circling Cat B/C/D visibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct BVO VOR/DME and hold.

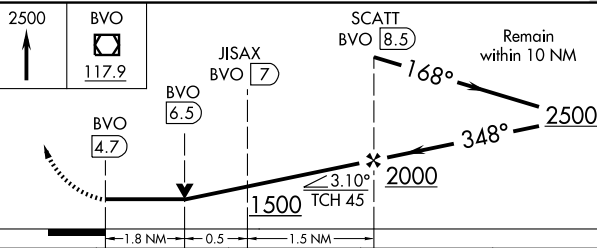
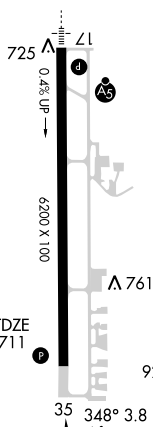
AWOS  
132.675

KANSAS CITY CENTER  
128.8 354.1

UNICOM  
123.0 (CTAF) 0



ELEV 711



CATEGORY	A	B	C	D
S-35	1320-1 609 (700-1)		1320-1 609 (700-1 3/4)	1320-2 609 (700-2)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2 1/4 689 (700-2 1/4)





**BARTLESVILLE MUNI** (BVO) 1 NW UTC-6(-5DT) N36°45.85' W96°00.67'

KANSAS CITY

711 B S2 FUEL 100LL JET A TPA-1795(1084) NOTAM FILE BVO

H-61, L-15E

RWY 17-35: H6200X100 (ASPH-CONC-GRVD) S-50, D-100, 2S-127, 2D-170 MIRL 0.4% up S IAP

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Rgt tfc.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Oct-Mar 1300-0100Z†, Apr-Sep

1300-0300Z†. PAEW on Rwy 17 end. ACTIVATE MIRL Rwy 17-35,

MALSR Rwy 17, REIL Rwy 35, PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 132.675 (918)336-2070.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 123.6 (MC ALESTER RADIO)

Ⓡ KANSAS CITY CENTER APP/DEP CON 128.8

BARTLESVILLE ADVISORY 122.825 (1200-0000Z†)

AIRSPACE: CLASS E svc 1200-0000Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BVO.

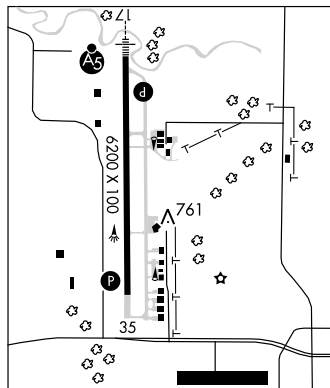
(L) VORW/DME 117.9 BVO Chan 126 N36°50.06'

W96°01.10' 167° 4.2 NM to fld. 940/8E.

DEWIE NDB (LOM) 201 BV N36°50.37' W96°00.84' 171° 4.5  
NM to fld.

ILS 111.3 I-BVO Rwy 17. LOM DEWIE NDB. LOC only.

LOC unusable byd 20° right of course. LOC unmonitored.

**BEAVER MUNI** (K44) 1 SW UTC-6(-5DT) N36°47.93' W100°31.79'

WICHITA

2491 B NOTAM FILE MLC

RWY 17-35: H3030X43 (ASPH-GRVL) S-4

RWY 17: Tower. RWY 35: Road.

RWY 04-22: 3025X95 (TURF)

RWY 22: P-line.

AIRPORT REMARKS: Unattended. Rwy 17-35 CLOSED indef for reconstruction. Rwy 17-35 surface rough.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66' W100°58.27' 114° 25.8 NM to fld. 2981/11E.

HIWAS.

**BLACKWELL-TONKAWA MUNI** (BKN) 5 SW UTC-6(-5DT) N36°44.71' W97°20.98'

WICHITA

1030 B S2 FUEL 100LL NOTAM FILE MLC

L-15D

RWY 17-35: H3501X60 (ASPH) S-30, D-48, 2D-98 MIRL 0.6% up N IAP

RWY 17: VASI(V2L)—GA 3.0° TCH 26'.

RWY 35: VASI(V2L)—GA 3.0° TCH 26'.

AIRPORT REMARKS: Attended Sun-Fri 1400-0000Z†.

WEATHER DATA SOURCES: AWOS-3 120.575 (580) 363-0688.

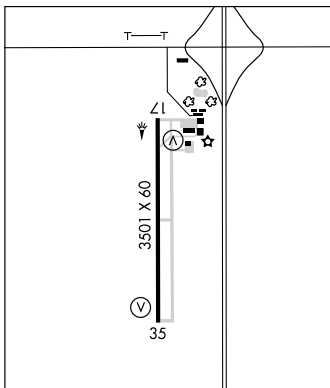
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'

W97°09.61' 264° 9.1 NM to fld. 1054/6E.

**BLAKI** N36°14.17' W97°05.24' NOTAM FILE SWO

WICHITA

NDB (LOM) 255 SW 174° 4.5 NM to Stillwater Rgnl.

WAAS CH <b>97519</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg TDZE Apt Elev	<b>3501</b> <b>1030</b> <b>1030</b>
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# RNAV (GPS) RWY 17

## BLACKWELL-TONKAWA MUNI (BKN)

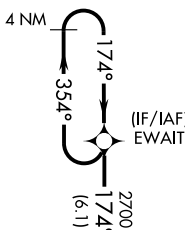
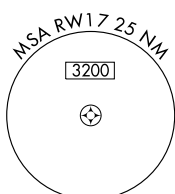
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Ponca City altimeter setting.

MISSED APPROACH:  
Climb to 2800 direct  
IOLLA and hold.

AWOS-3  
**120.575**

KANSAS CITY CENTER  
**127.8 319.1**

UNICOM  
**122.8 (CTAF)**



(IF/IAF) EWAIT

(FAF) CUDMU

1094±

1079±

1307

GUSSI 2 NM to RW17

2700

1440

Procedure NA for arrivals  
on PER VORTAC  
airway radials 274 CW 335.

2800  
(14.5)

PIONEER  
PER

MISSED APCH FIX



2110

ELEV 1030

174° to RW17

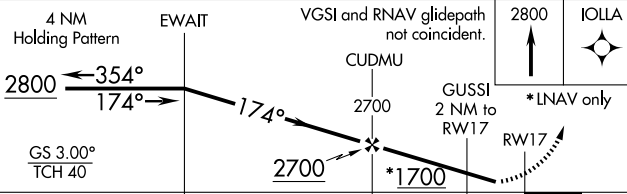
TDZE  
1030

1090

3501 X 40

0.6% UP

35



CATEGORY	A	B	C	D
LPV DA	1280-1	250 (300-1)		NA
LNAV/VNAV DA	1376-1¼	346 (400-1¼)		NA
LNAV MDA	1400-1	370 (400-1)		NA
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

MIRL Rwy 17-35

WAAS CH <b>61119</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg <b>3501</b> TDZE <b>1026</b> Apt Elev <b>1030</b>
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# RNAV (GPS) RWY 35

## BLACKWELL-TONKAWA MUNI (BKN)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.  
 Baro-VNAV and VDP NA when using Ponca City altimeter setting.

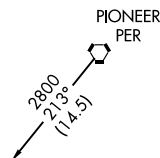
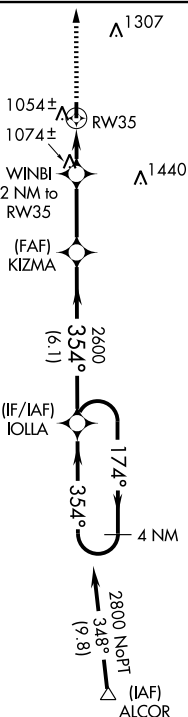
**MISSED APPROACH:**  
Climb to 2800 direct  
EWAIT and hold.

AWOS-3  
**120.575**

KANSAS CITY CENTER  
**127.8 319.1**

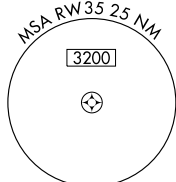
UNICOM  
**122.8** (CTAF)

MISSED APCH FIX

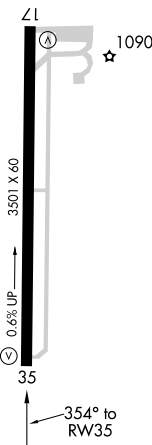


Procedure NA for arrivals  
on PER VORTAC  
airway radial 173.


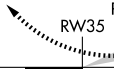
2110  $\Delta$



ELEV 1030



MIRL Rwy 17-35

2800 ↑		EWAIT 		VGSi and RNAV glidepath not coincident.		IOLLA		4 NM Holding Pattern	
*LNAV only		WINBI 2 NM to RW35		KIZMA 2600		174° → 2800 ← 354°		2800	
		*1 NM to RW35		*1680		354°		2600	
		1 NM		1 NM		2.8 NM		6.1 NM	
CATEGORY		A		B		C		D	
LPV DA		1276-1		250 (300-1)				NA	
LNAV/ VNAV DA		1324-1		298 (300-1)				NA	
LNAV MDA		1340-1		314 (400-1)				NA	
CIRCLING		1440-1 410 (500-1)		1480-1 450 (500-1)		1480-1½ 450 (500-1½)		NA	

VORTAC PER  
**113.2**  
Chan **79**

APP CR  
263°

Rwy Idg	N/A
TDZE	N/A
Apt Elev	1030

N/A  
N/A  
1030

VOR-A

BLACKWELL-TONKAWA MUNI (BKN)



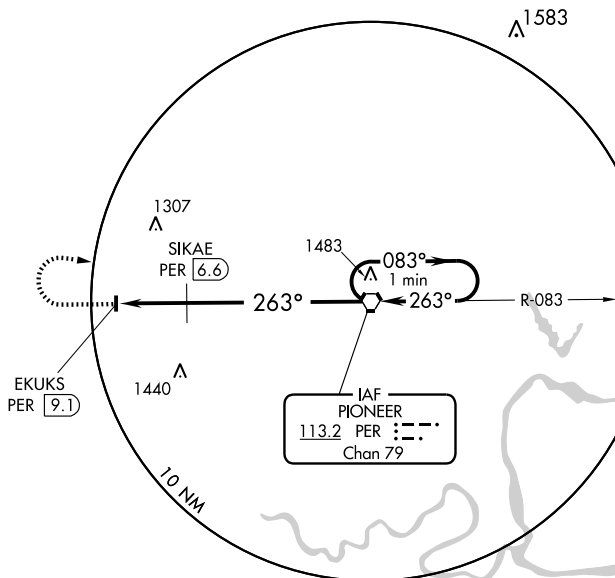
When local altimeter setting not received, use Ponca City altimeter setting and increase all MDA 40 feet.

**MISSED APPROACH:** Climb to 2800 then right turn direct PER VORTAC and hold.

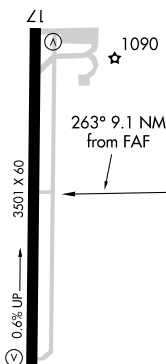
AWOS-3  
120.575

KANSAS CITY CENTER  
127.8 319.1

UNICOM  
122.8 (CTAF)



ELEV 1030



MIRL Rwy 17-35

FAF to MAP 9.1 NM					
Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

Diagram illustrating the SIKAE VORTAC holding pattern. The pattern is a right-hand holding pattern with a 180-degree turn. The inbound leg is 2.5 NM, and the outbound leg is 6.6 NM. The holding pattern is centered on the SIKAE VORTAC. The holding pattern is labeled "SIKAE PER 6.6" and "EKUKS PER 9.1". The holding pattern is labeled "2800" and "2800". The holding pattern is labeled "One Minute Holding Pattern". The holding pattern is labeled "VORTAC". The holding pattern is labeled "083°" and "263°". The holding pattern is labeled "\*1640" and "\*1640". The holding pattern is labeled "\*1640 when using Ponca City altimeter setting".

BLACKWELL, OKLAHOMA

Amdt 4 23SEP10

BLACKWELL-TONKAWA MUNI (BKN)

VOR-A

36° 45'N-97° 21'W

SC-1. 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

**BOISE CITY** (17K) 3 N UTC-6(-5DT) N36°46.46' W102°30.63'

4178 B NOTAM FILE MLC

RWY 04-22: H4210X60 (ASPH) S-4 MIRL

Rwy 04: Trees.

Rwy 22: Road.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 04-22—CTAF.

**COMMUNICATIONS:** CTAF 122.9

® **ALBUQUERQUE CENTER APP/DEP CON** 127.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DHT.

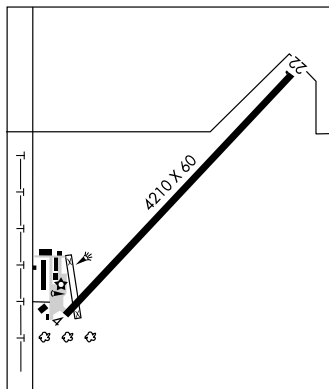
DALHART (L) VORTACW 112.0 DHT Chan 57 N36°05.49'

W102°32.68' 350° 41.0 NM to fld. 4020/12E. HIWAS.

WICHITA

L-15B

IAP



## BRISTOW

**JONES MEM** (3F7) 3 SW UTC-6(-5DT) N35°48.41' W96°25.31'

851 B FUEL 100LL NOTAM FILE MLC

RWY 17-35: H3400X45 (ASPH) S-4 MIRL 1.4% up S

RWY 17: Trees. RWY 35: P-line.

**AIRPORT REMARKS:** Unattended. 24 hr automated fuel service system.

ACTIVATE MIRL Rwy 17-35—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF 122.9

® **KANSAS CITY CENTER APP/DEP CON** 128.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

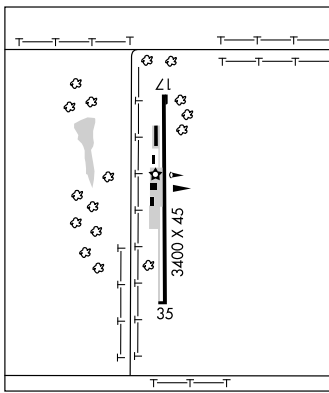
TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78'

W95°47.29' 225° 38.7 NM to fld. 770/8E.

DALLAS-FT. WORTH

L-15E

IAP



## RNAV (GPS) RWY 4

BOISE CITY (17K)

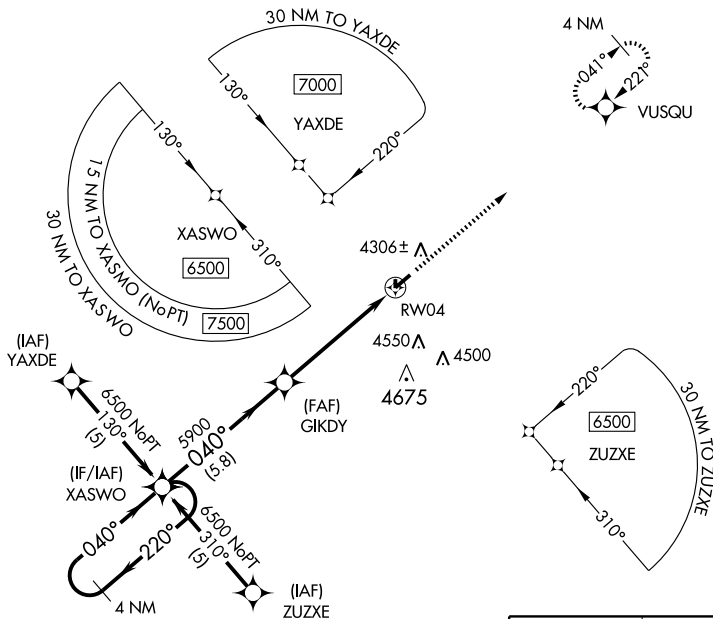
APP CRS <b>040°</b>	Rwy Idg <b>4210</b>
	TDZE <b>4178</b>
	Apt Elev <b>4178</b>

▼ Use Dalhart, TX altimeter setting;  
 ▲ NA when not received, procedure not authorized.  
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

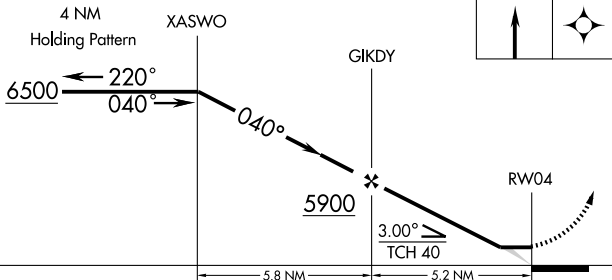
MISSED APPROACH: Climb to 6000 direct VUSQU  
 and hold.

ALBUQUERQUE CENTER  
**127.85 285.475**

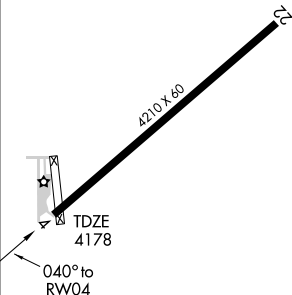
CTAF 122.9 **0**



ELEV 4178



6000  
 VUSQU



CATEGORY	A	B	C	D
LNNAV MDA	4740-1	562 (600-1)	4740-1½ 562 (600-1½)	NA
CIRCLING	4740-1	562 (600-1)	4740-1½ 562 (600-1½)	NA

MIRL Rwy 4-22 **0**

**BOISE CITY** (17K) 3 N UTC-6(-5DT) N36°46.46' W102°30.63'

4178 B NOTAM FILE MLC

RWY 04-22: H4210X60 (ASPH) S-4 MIRL

Rwy 04: Trees.

Rwy 22: Road.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 04-22—CTAF.

**COMMUNICATIONS:** CTAF 122.9

® **ALBUQUERQUE CENTER APP/DEP CON** 127.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DHT.

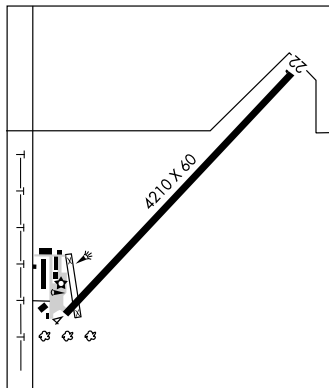
DALHART (L) VORTACW 112.0 DHT Chan 57 N36°05.49'

W102°32.68' 350° 41.0 NM to fld. 4020/12E. HIWAS.

WICHITA

L-15B

IAP



## BRISTOW

**JONES MEM** (3F7) 3 SW UTC-6(-5DT) N35°48.41' W96°25.31'

851 B FUEL 100LL NOTAM FILE MLC

RWY 17-35: H3400X45 (ASPH) S-4 MIRL 1.4% up S

RWY 17: Trees. RWY 35: P-line.

**AIRPORT REMARKS:** Unattended. 24 hr automated fuel service system.

ACTIVATE MIRL Rwy 17-35—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF 122.9

® **KANSAS CITY CENTER APP/DEP CON** 128.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

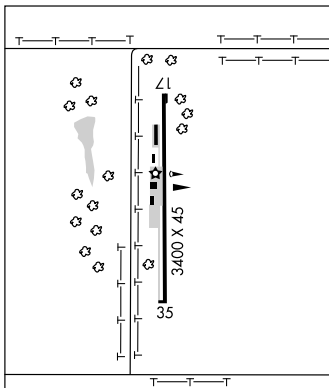
TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78'

W95°47.29' 225° 38.7 NM to fld. 770/8E.

DALLAS—FT. WORTH

L-15E

IAP





APP CRS  
**176°**

Rwy Idg	<b>3400</b>
TDZE	<b>848</b>
Apt Elev	<b>851</b>

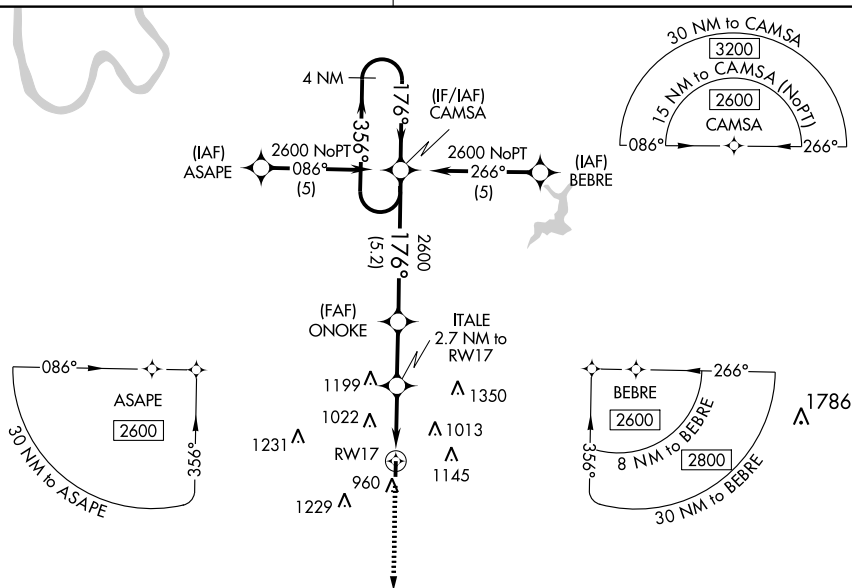
RNAV (GPS) RWY 17  
BRISTOW/JONES MEMORIAL (3F7)

**T** Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

**MISSED APPROACH:** Climb to 2600 via 176° course to DASTE and hold.

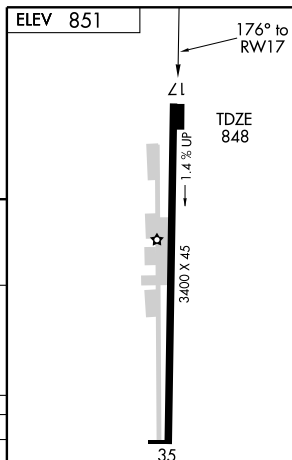
ANA

KANSAS CITY CENTER  
128.8 354.1

CTAF  
122.9 L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010



4 NM Holding Pattern

CAMSA

ONOKE

ITALIE 2.7 NM to RW17

RW17

DASTE

CRS 176°

2600

356°

176°

1720

3.18° TCH 40

5.2 NM

2.5 NM

2.7 NM

CATEGORY	A	B	C	D
LNAV MDA	1400-1	552 (600-1)	1400-1½ 552 (600-1½)	NA
CIRCLING	1420-1	569 (600-1)	1440-1½ 589 (600-1½)	NA

MIRL Rwy 17-35 **L**

## RNAV (GPS) RWY 35

BRISTOW/JONES MEMORIAL (3F7)

APP CRS  
**356°**Rwy Idg **3400**  
TDZE **851**  
Apt Elev **851**

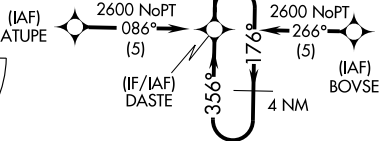
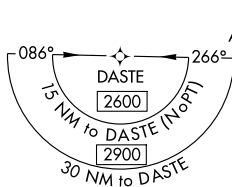
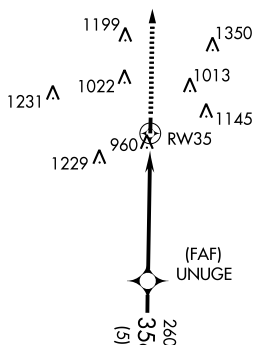
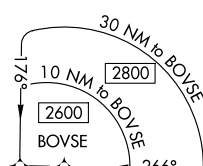
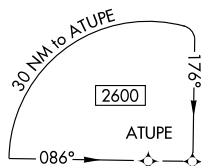
▼ Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

▲ NA

MISSED APPROACH: Climb to 2600 via 356° course to CAMSA and hold.

KANSAS CITY CENTER  
**128.8 354.1**

CTAF  
**122.9 0**



ELEV 851

TDZE  
851

35

356° to  
RW354 NM  
Holding Pattern

DASTE

UNUGE

2600

CAMSA

2600

176°

356°

2600

356°

CRS 356°

RW35

3.04°

TCH 40

5 NM

5.3 NM

CATEGORY

A

B

C

D

LNAV MDA

1380-1

529 (600-1)

1380-1½

529 (600-1½)

NA

CIRCLING

1420-1

569 (600-1)

1440-1½

589 (600-1½)

NA

MIRL Rwy 17-35 0

**BROKEN BOW** (90F) 2 SW UTC-6(-5DT) N34°00.84' W94°45.51'

404 B NOTAM FILE MLC

RWY 17-35: H3200X50 (ASPH) S-17 MIRL

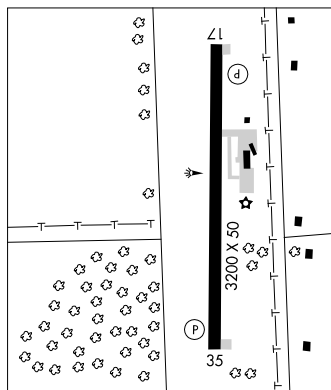
RWY 17: PAPI(P2L)—GA 2.0° TCH 26'. Trees.

RWY 35: PAPI(P2L)—GA 2.0° TCH 26'. Trees.

**AIRPORT REMARKS:** Unattended. High speed, low altitude military activity in vicinity of Broken Bow Lake. Ultralights on and invov arpt.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**RICH MOUNTAIN (L) VORTACW** 113.5 PGO Chan 82 N34°40.83' W94°36.54' 187° 40.6 NM to fld. 2700/4E.



MEMPHIS

L-17D

**BUFFALO MUNI** (BFK) 2 N UTC-6(-5DT) N36°51.80' W99°37.12'

1822 B NOTAM FILE MLC

RWY 17-35: H4000X60 (ASPH) S-4 MIRL 0.7% up N

RWY 17: Road. RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9

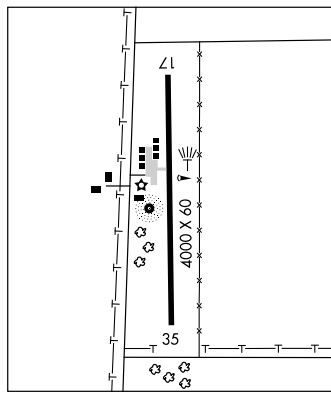
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 126.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAG.

**MITBEE (H) VORTACW** 115.6 MMB Chan 103 N36°20.62' W99°52.81' 012° 33.6 NM to fld. 2430/10E. **HIWAS.**

**NDB (MHW)** 215 BFK N36°51.85' W99°37.21' at fld.

NOTAM FILE MLC.



WICHITA

L-15C

IAP

NDB BFK <b>215</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1822</b>
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# NDB-A

BUFFALO MUNI (BKF)

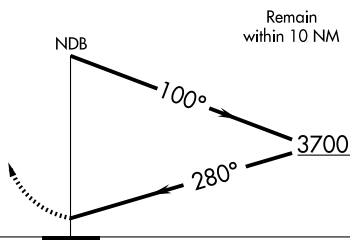
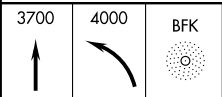
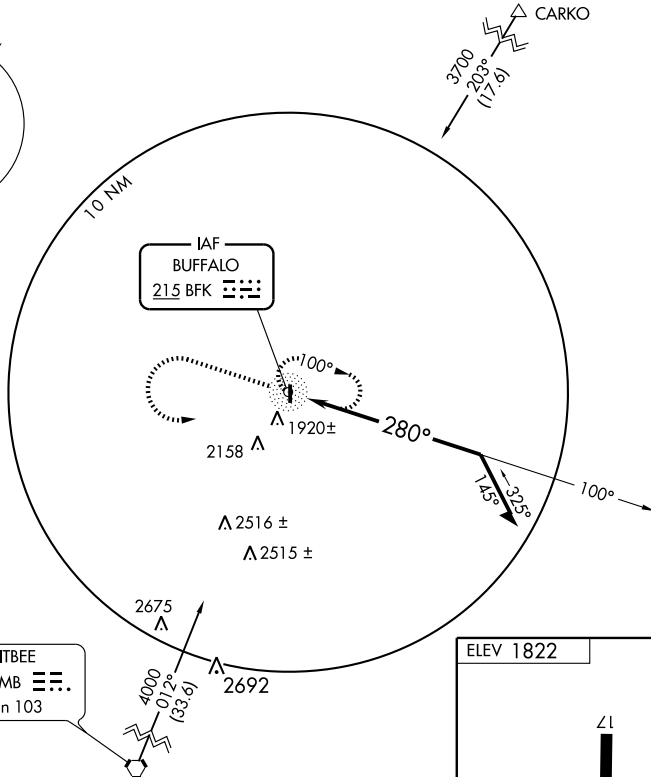
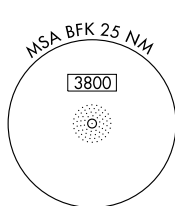
**V** Visibility reduction by helicopters NA.  
**Δ** NA Use Woodward/West Woodward altimeter setting; when not received, use Gage altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3700 then climbing left turn to 4000 direct BFK NDB and hold.

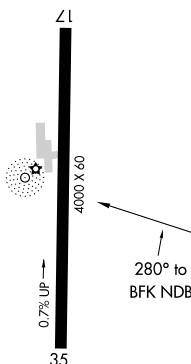
AWOS-3  
**118.425**

KANSAS CITY CENTER  
**126.95 379.2**

CTAF  
**122.9 0**



ELEV 1822



CATEGORY	A	B	C	D
CIRCLING	2580-1 758 (800-1)	2580-1¼ 758 (800-1¼)	2580-2¼ 758 (800-2¼)	NA

MIRL Rwy 17-35 0

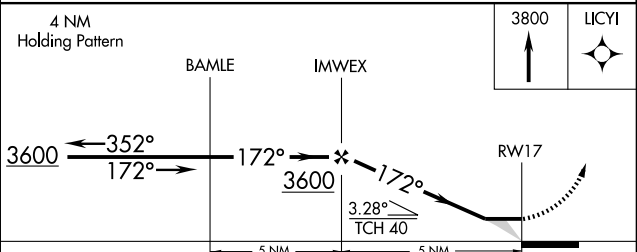
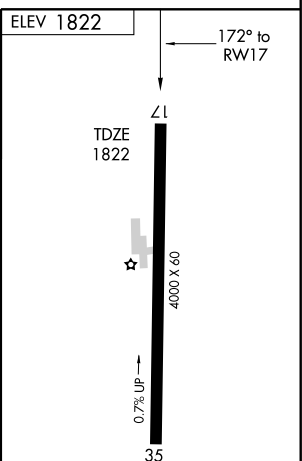
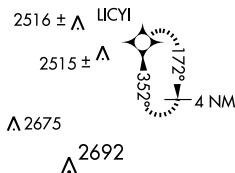
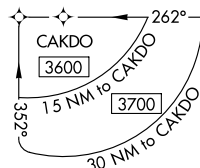
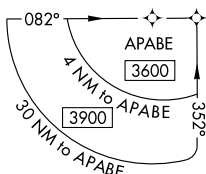
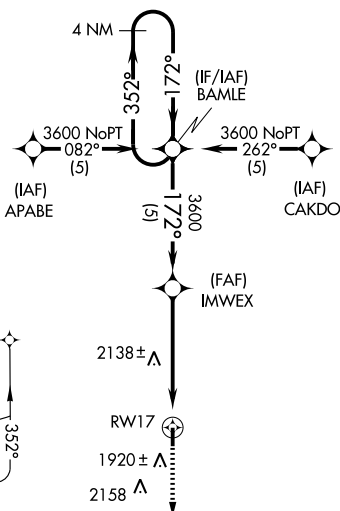
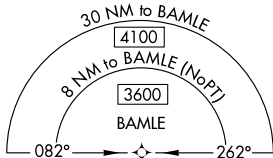
APP CRS <b>172°</b>	Rwy Idg TDZE <b>4000</b> Apt Elev <b>1822</b>
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# RNAV (GPS) RWY 17

BUFFALO MUNI (BFK)

<p><b>▼</b> DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.</p> <p><b>▲</b> NA</p>	<p>MISSED APPROACH: Climb to 3800 direct LICYI WP and hold.</p>
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AWOS-3 <b>118.425</b>	KANSAS CITY CENTER <b>126.95 379.2</b>	CTAF <b>122.9 0</b>
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CATEGORY	A	B	C	D
RNAV MDA	2500-1 678 (700-1)	2500-2 678 (700-2)	2500-2 678 (700-2)	NA
CIRCLING	2500-1 678 (700-1)	2500-2 678 (700-2)	2500-2 678 (700-2)	NA

**CARNEGIE MUNI** (86F) 2 NE UTC-6(-5DT) N35°07.42' W98°34.51'

DALLAS-FT. WORTH

1354 NOTAM FILE MLC

L-15D

RWY 17-35: H3000X50 (ASPH) S-11 LIRL

RWY 35: P-line.

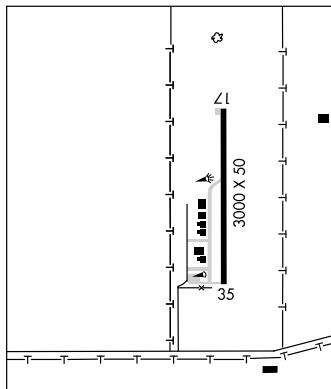
AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

HOBART (L) VORTACW 111.8 HBR Chan 55 N34°51.99'

W99°03.80' 047° 28.6 NM to fld. 1472/10E.



## CATOOSA

**MOLLY'S LANDING HELIPORT** (034) 2NE UTC-6(-5DT) N36°12.44' W95° 43.55'

KANSAS CITY

575 NOTAM FILE MLC

HELIPAD H1: 45X40 (TURF) PERIMETER LGTS.

HELIPAD REMARKS: Unattended. Helipad H1 +40' trees on north and east sides, +42' wires along highway, +4' rock fence along entrance on west side of helipad and +35' trees invof helipad. Helipad H1 ingress/egress routes are limited to south of helipad. Heliport for use by small helicopters only. Numerous trees invof helipad.

COMMUNICATIONS: CTAF 122.9

**PORT OF CATOOSA HELIPORT** (064) 3 N UTC-6(-5DT) N36°13.89' W95° 44.35'

KANSAS CITY

601 NOTAM FILE MLC

HELIPAD H1: H50X50 (CONC)

HELIPORT REMARKS: Attended irregularly. Helipad H1 perimeter lgts. Helipad H1 ingress/egress 030°-210°.

COMMUNICATIONS: CTAF 122.9

**CHANDLER RGNL** (CQB) 3 NE UTC-6(-5DT) N35°43.43' W96°49.22'

DALLAS-FT. WORTH

984 B NOTAM FILE CQB

L-15E

RWY 17-35: H4000X60 (ASPH) S-12.5 MIRL 0.6% up N

RWY 17: PAPI(P2L)—GA 3.0° TCH 31'. Trees.

RWY 35: PAPI(P2L)—GA 2.5° TCH 30'. Trees.

AIRPORT REMARKS: Unattended.

WEATHER DATA SOURCES: AWOS-3 119.275 (405) 258-6724.

COMMUNICATIONS: CTAF 122.9

® KANSAS CITY CENTER APP/DEP CON 128.3

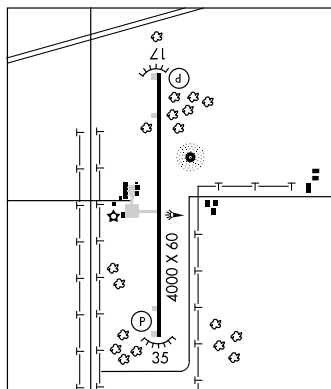
RADIO AIDS TO NAVIGATION: NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 053° 44.4 NM to fld. 1230/7E. HIWAS.

TILGHMAN NDB (MHW) 396 CQB N35°43.34' W96°49.12'

at fld. NOTAM FILE CQB.



NDB CQB <b>396</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>984</b> <b>984</b>
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# NDB RWY 35

CHANDLER RGNL (CQB)

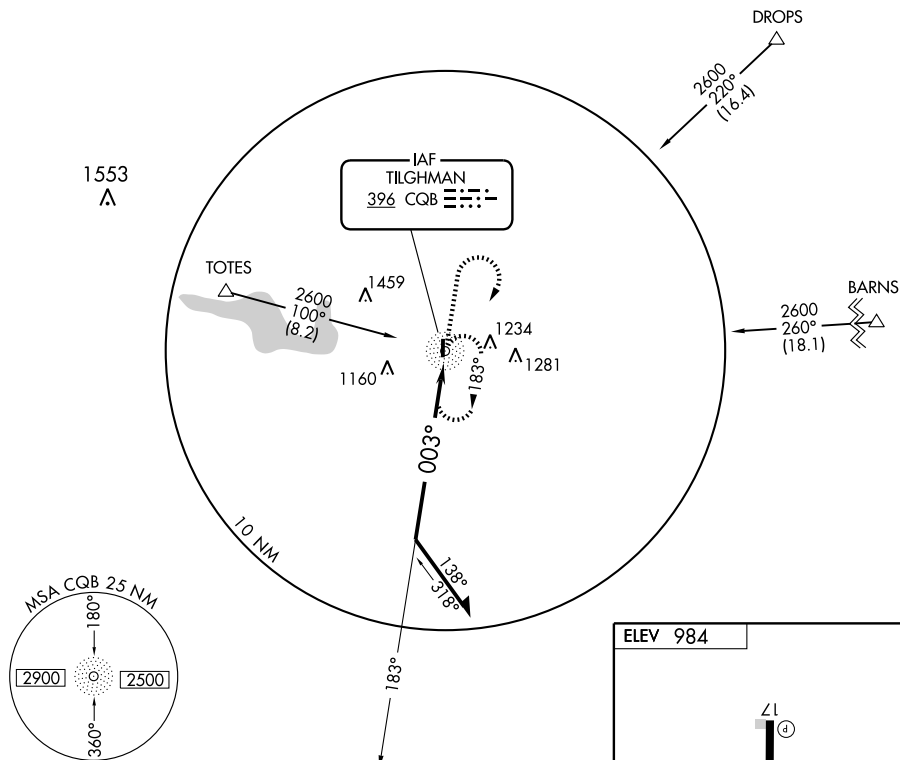
**▼** If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet.

**▲ NA** MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct CQB NDB and hold.

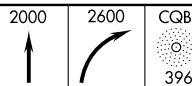
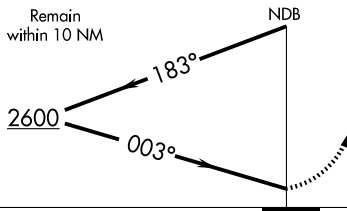
AWOS-3  
**119.275**

KANSAS CITY CENTER  
**128.3 291.7**

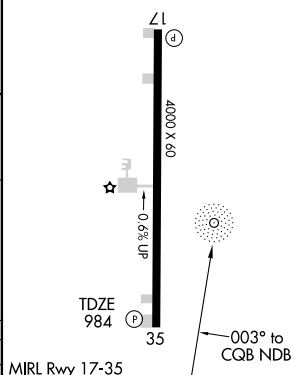
CTAF  
**122.9**



Remain within 10 NM



ELEV 984



CATEGORY	A	B	C	D
S-35	1420-1	436 (500-1)	1420-1¼ 436 (500-1¼)	NA
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1540-1½ 556 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

APP CRS **174°**  
 Rwy Idg **4000**  
 TDZE **979**  
 Apt Elev **984**

# RNAV (GPS) RWY 17

CHANDLER RGNL (CQB)

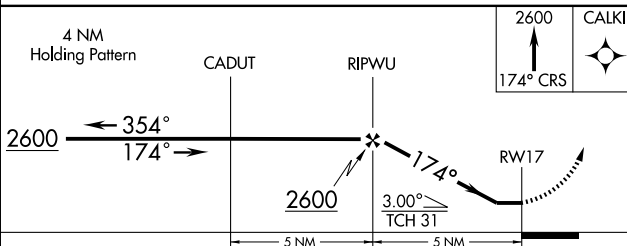
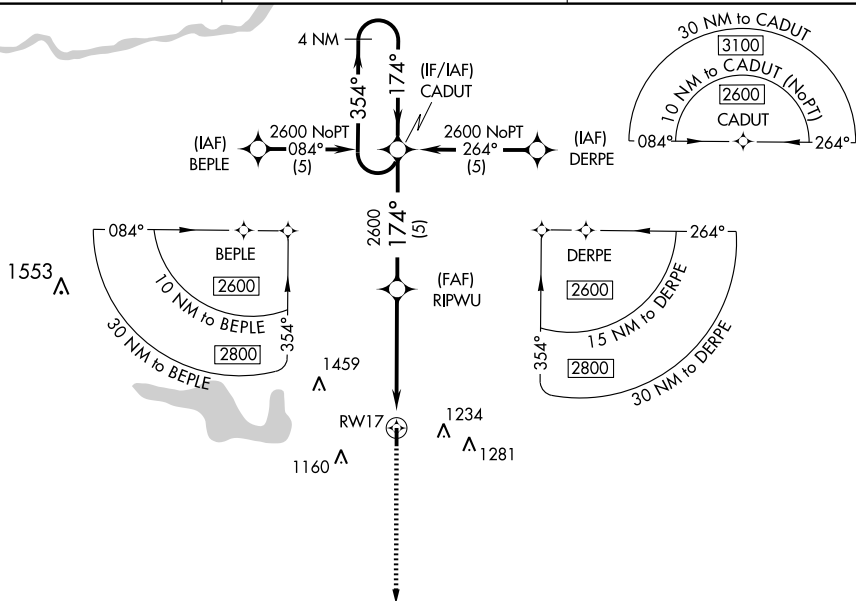
**▼** If local altimeter setting not received, use Shawnee  
 Rgnl altimeter setting and increase all MDAs 80 feet.  
**▲ NA** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2600 via 174° course to CALKI  
 WP and hold.

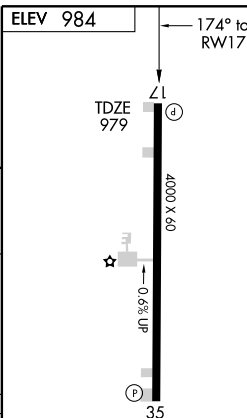
AWOS-3  
**119.275**

KANSAS CITY CENTER  
**128.3 291.7**

CTAF  
**122.9**



CATEGORY	A	B	C	D
RNAV MDA	1300-1	319 (400-1)		NA
CIRCLING	1380-1 396 (400-1)	1440-1 456 (500-1)	1540-1½ 556 (600-1½)	NA



MIRL Rwy 17-35



APP CRS  
354°

Rwy Idg	<b>4000</b>
TDZE	<b>984</b>
Apt Elev	<b>984</b>

# RNAV (GPS) RWY 35

## CHANDLER RGNL (CQB)

CHANDLER RGNL (CQB)



**ANA**

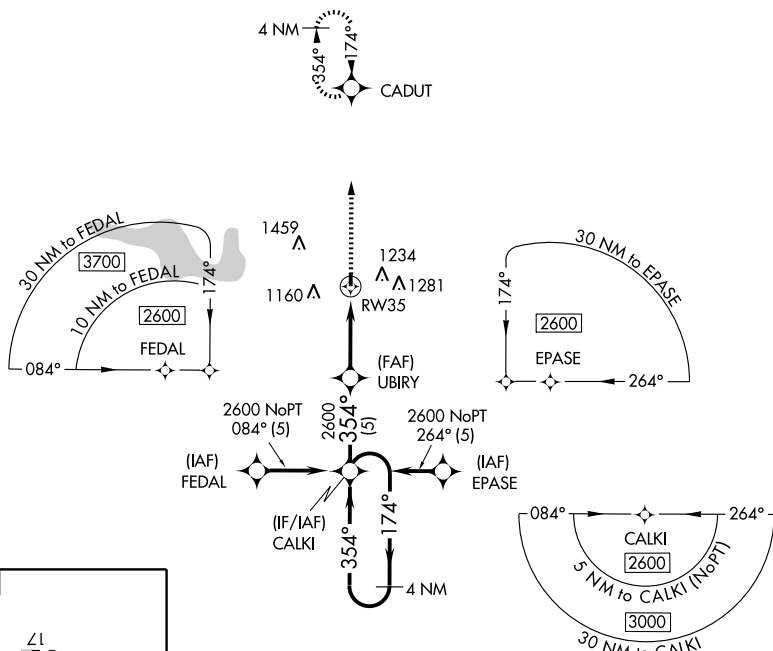
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all DAs/MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA BARO-VNAV NA below -16°C (4°F). BARO VNAV and VDP NA with Shawnee Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 2600 via 354° course to CADUT WP and hold.

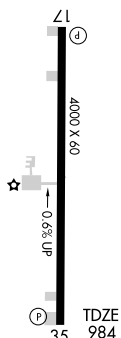
AWOS-3  
119.275

KANSAS CITY CENTER  
128.3 291.7

CTAF  
122.9



ELEV 984



MIRL Rwy 17-35

CHANDLER, OKLAHOMA  
Orig 07298

35°43'N-96°49'W

CHANDLER RGNL (CQB)

RNAV (GPS) RWY 35

SC-1. 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

## CHEYENNE

**MIGNON LAIRD MUNI** (93F) 2 W UTC-6(-5DT) N35°36.19' W99°42.18'

2084 B NOTAM FILE MLC

**RWY 18-36:** H4036X60 (ASPH) S-4 MIRL

**RWY 18:** Tree.

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

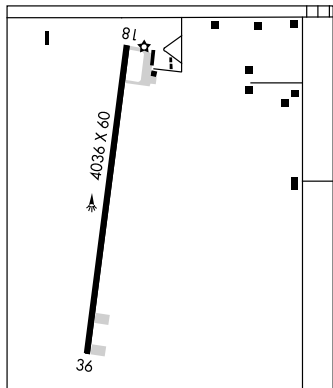
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**SAYRE (L) VORTAC** 115.2 SYO Chan 99 N35°20.71'

W99°38.12' 338° 15.8 NM to fld. 1990/10E.

DALLAS-FT. WORTH

L-15C



**CHICKASHA MUNI** (CHK) 3 NW UTC-6(-5DT) N35°05.84' W97°58.06'

1152 B S4 **FUEL** 100LL, JET A TPA-1952(800) NOTAM FILE CHK

**RWY 17-35:** H5101X100 (CONC) S-40, D-52 MIRL 0.4% up N

**RWY 17:** PAPI(P4L)—GA 3.0° TCH 44'.

**RWY 35:** PAPI(P4L)—GA 3.0° TCH 44'. Trees.

**RWY 18-36:** 2840X145 (TURF)

**RWY 18:** Fence. **RWY 36:** Building.

**RWY 02-20:** 2525X100 (TURF)

**RWY 20:** Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z±. Fuel avbl 24 hrs self serve with credit card. PAPI Rwy 17 OTS indef. MIRL Rwy 17-35 preset low ints, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (405) 574-1016.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**OKE CITY APP/DEP CON** 124.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

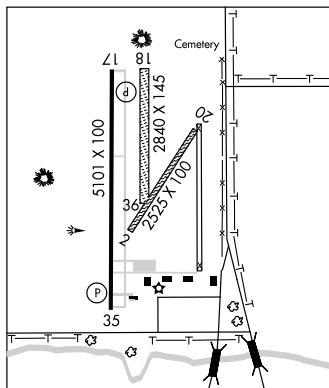
**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 221° 23.6 NM to fld. 1230/7E. HIWAS.

DALLAS-FT. WORTH

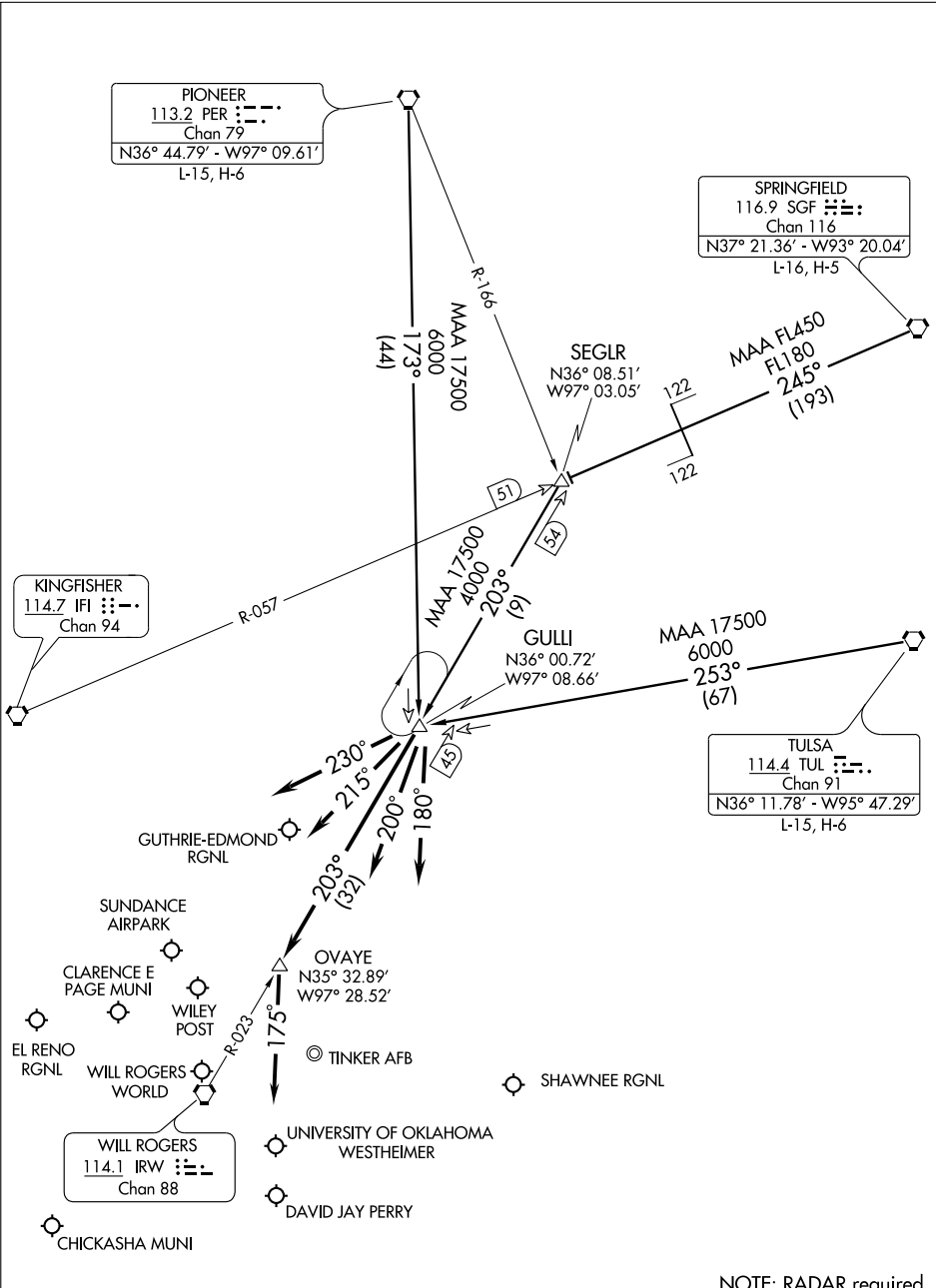
H-6H, L-17C

IAP



**CHRISTMAN AIRFIELD** (See OKEENE)

**CITY OF COALGATE** (See COALGATE)



## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS <b>172°</b>	Rwy Idg <b>5101</b>
	TDZE <b>1149</b>
	Apt Elev <b>1150</b>

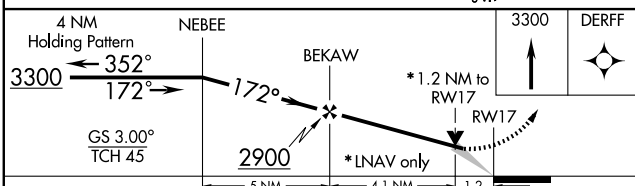
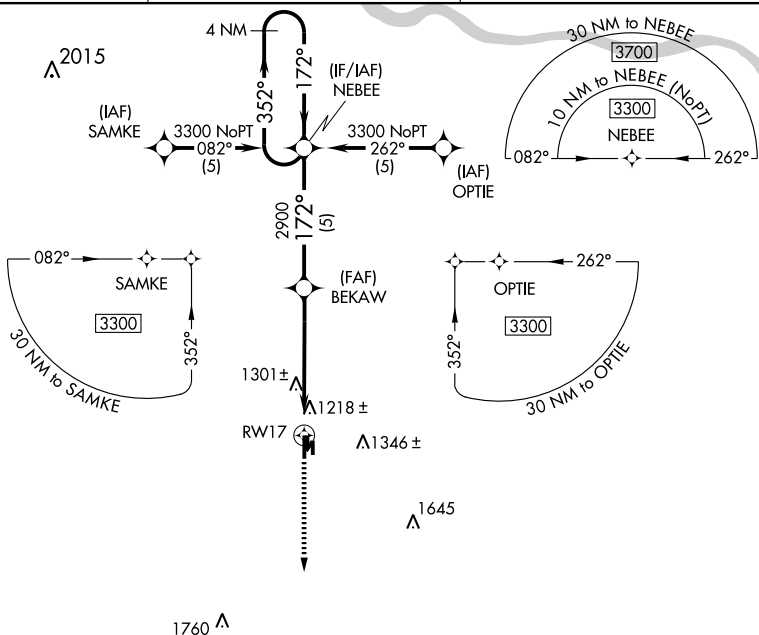
# RNAV (GPS) RWY 17

## CHICKASHA MUNI (CHK)

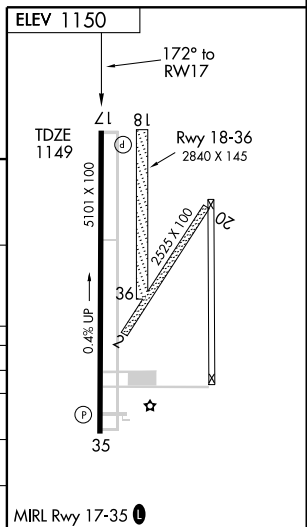
**NA** BARO-VNAV NA below -17°C (+2°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet and all LNAV/VNAV visibilities ½ mile. BARO-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3300 direct DERFF WP and hold.

AWOS-3 <b>118.175</b>	OKE CITY APP CON <b>124.6 266.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1480-1¼	331 (400-1¼)	NA	
LNAV MDA	1560-1	411 (500-1)	1560-1¼	NA
	410 (500-1¼)	450 (500-1¼)	470 (500-1½)	
CIRCLING	1560-1¼	1600-1¼	1620-1½	NA
	410 (500-1¼)	450 (500-1¼)	470 (500-1½)	



APP CRS **352°**  
 Rwy Idg **5101**  
 TDZE **1138**  
 Apt Elev **1150**

# RNAV (GPS) RWY 35

CHICKASHA MUNI (CHK)

NA

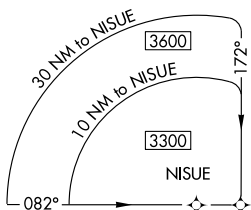
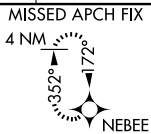
Baro-VNAV NA below -17°C (1°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct NEBEE WP and hold.

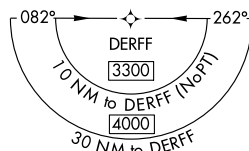
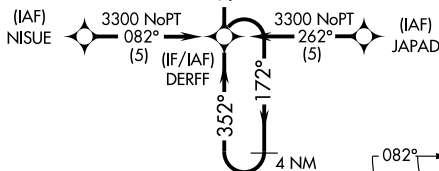
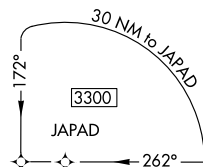
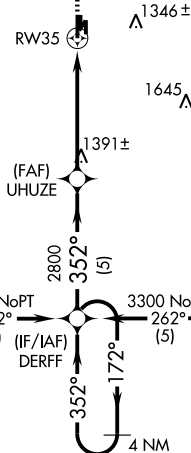
AWOS-3  
**118.175**

OKE CITY APP CON  
**124.6 266.8**

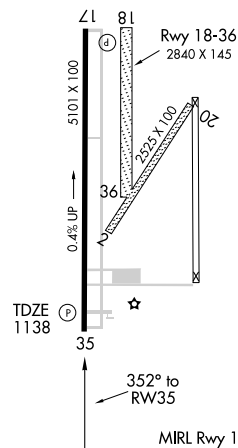
UNICOM  
**123.0 (CTAF) 0**



1964



ELEV 1150



3300

↑

NEBEE

\* LNAV only

UHUZE

DERFF

4 NM Holding Pattern

\* 1.3 NM to RW35

1.3

3.7 NM

5 NM

172°

352°

3300

GS 3.00° TCH 44

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1440-1 302 (300-1)			NA
LNAV MDA	1580-1	442 (500-1)	1580-1¼ 442 (500-1¼)	NA
CIRCLING	1580-1 430 (500-1)	1600-1 450 (500-1)	1620-1½ 470 (500-1½)	NA

VORTAC IRW  
**114.1**  
Chan **88**

APP CRS  
222°

Rwy Idg	<b>N/A</b>
TDZE	<b>N/A</b>
Apt Elev	<b>1150</b>

N/A  
N/A  
1150

VOR/DME-A  
CHICKASHA MUNI (CHK)

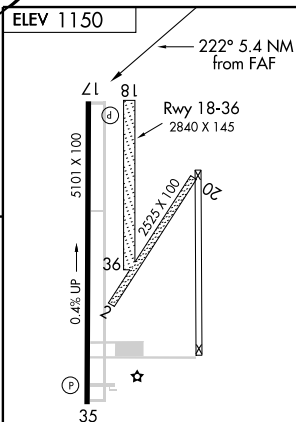
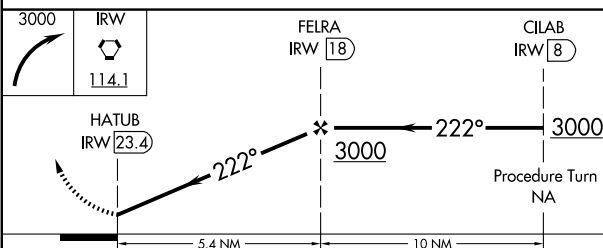
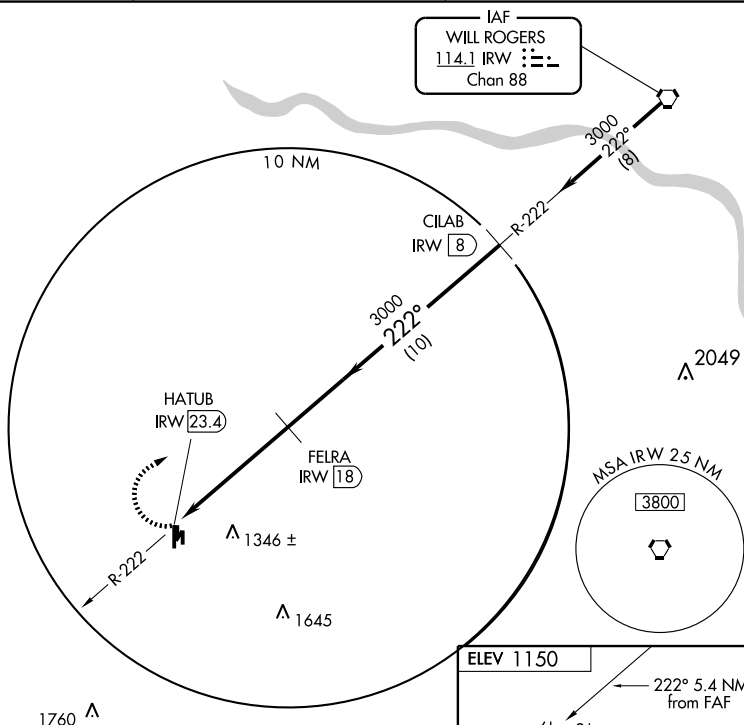
**A NA** If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climbing right turn to 3000 direct IRW VORTAC.

AWOS-3  
118.175

OKE CITY APP CON  
124.6 266.8

UNICOM  
123.0 (CTAF) **L**



CATEGORY	A	B	C	D						
CIRCLING	1660-1 510 (600-1)	1660-1¼ 510 (600-1¼)	1660-1½ 510 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec					

## CLAREMORE

CLAREMORE RGNL (GCM) 7E UTC-6(-5DT) N36°17.56' W95°28.78'

KANSAS CITY

733 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE GCM

H-61, L-15E

RWY 17-35: H5200X75 (ASPH-PFC) S-30, D-58.5, 2D-119.5

IAP

MIRL 0.7% up S

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 26'. Hill.

AIRPORT REMARKS: Attended 1430-2300Z+. 24 hr automatic fuel svc system. Rwy 35 thld dsplcd 250' indef. ACTIVATE MIRL Rwy 17-35—CTAF.

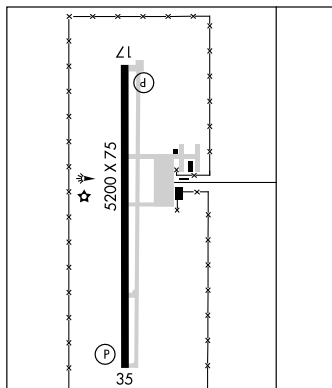
WEATHER DATA SOURCES: AWOS-3 119.925 (918) 343-0184.

COMMUNICATIONS: CTAF/UNICOM 122.7

TULSA APP/DEP CON 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 061° 16.0 NM to fld. 770/8E.



SAM RIGGS AIRPARK (K11) 7 S UTC-6(-5DT) N36°13.09' W95°39.11'

KANSAS CITY

580 NOTAM FILE MLC

RWY 04-22: 2760X35 (TURF)

RWY 04: Trees. Rgt tfc. RWY 22: Trees.

RWY 18-36: 1550X110 (TURF)

RWY 18: Tree. RWY 36: Trees.

AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 04-22 CLOSED indef. Rwy 04-22 covered in tall grass and weeds. Surface rough.

COMMUNICATIONS: CTAF 122.9

CLARENCE E PAGE MUNI (See OKLAHOMA CITY)

CLEVELAND MUNI (95F) 2 S UTC-6(-5DT) N36°17.03' W96°27.80'

KANSAS CITY

L-15E

912 B S2 NOTAM FILE MLC

RWY 18-36: H4000X60 (ASPH) S-4 MIRL

RWY 18: VASI(V2L)—GA 2.75°. Trees.

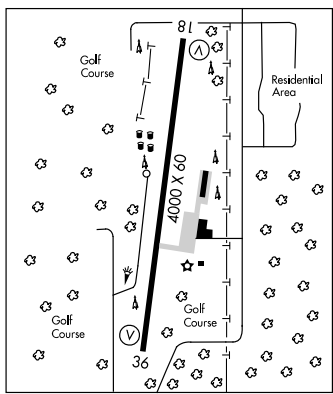
RWY 36: VASI(V2L)—GA 2.75°. Trees.

AIRPORT REMARKS: Attended irregularly. Golfers on and invov arpt. PAEW adjacent Rwy 18-36. Rotating bcn OTS indef. Rwy 18 VASI OTS indef. Rwy 36 VASI OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 271° 33.2 NM to fld. 770/8E.





WAAS CH <b>63214</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg <b>5200</b> TDZE <b>718</b> Apt Elev <b>733</b>
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# RNAV (GPS) RWY 17

CLAREMORE RGNL (GCM)

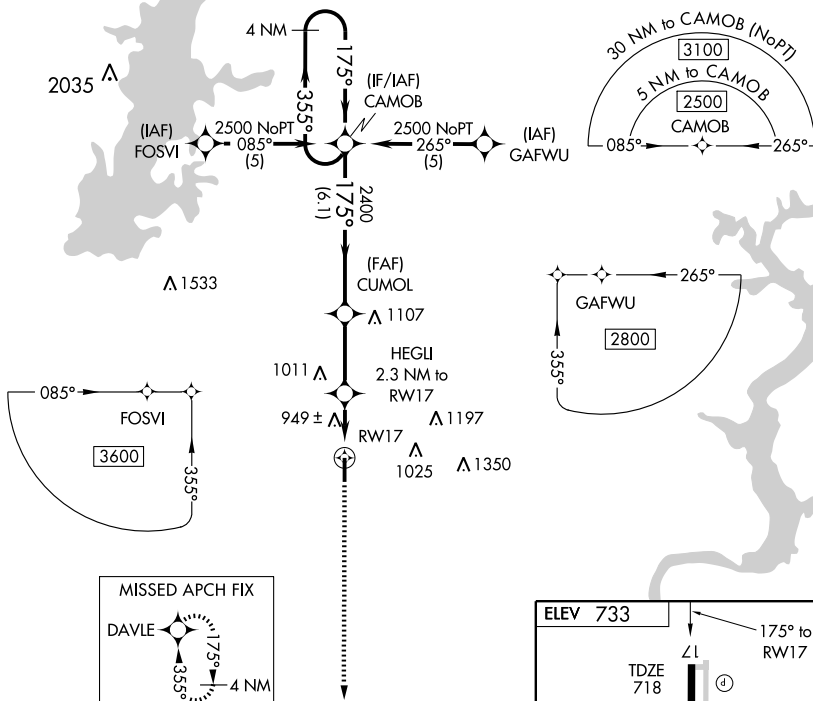
**⚠** Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400  
direct DAVLE and hold.

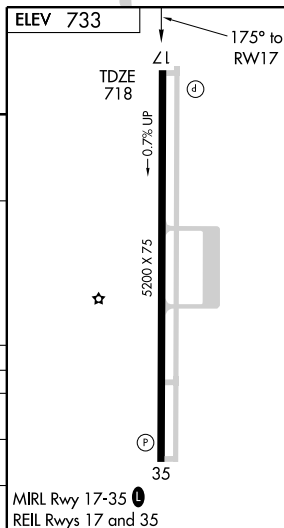
AWOS-3  
**119.925**

TULSA APP CON  
**119.1 351.8**

UNICOM  
**122.7 (CTAF) 0**



4 NM Holding Pattern		CAMOB		*LNAV only.		2400	DAVLE
2500 ← 355° 175° →		175°		CUMOL		HEGU 2.3 NM to RW17	
GS 3.00° TCH 35		2400		*1460		RW17	
		6.1 NM		2.9 NM		2.3	
CATEGORY	A	B	C	D			
LPV DA	968-1 250 (300-1)			NA			
LNAV/ VNAV	1281-2 563 (600-2)			NA			
LNAV MDA	1200-1	482 (500-1)	1200-1¼ 482 (500-1¼)		NA		
CIRCLING	1260-1	527 (600-1)	1260-1½ 527 (600-1½)		NA		



WAAS CH <b>99714</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg <b>5200</b> TDZE <b>733</b> Apt Elev <b>733</b>
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## RNAV (GPS) RWY 35

CLAREMORE RGNL (GCM)

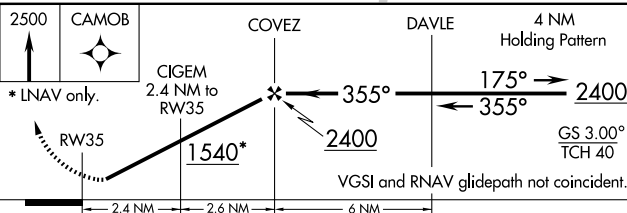
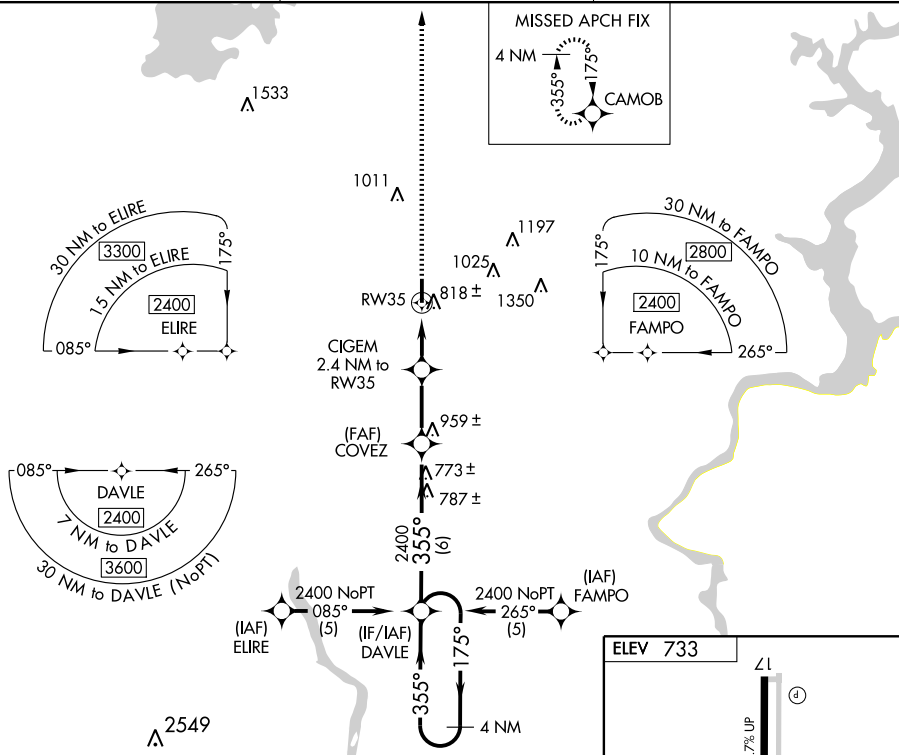
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- ▲ Baro-VNAV NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500  
direct CAMOB and hold.

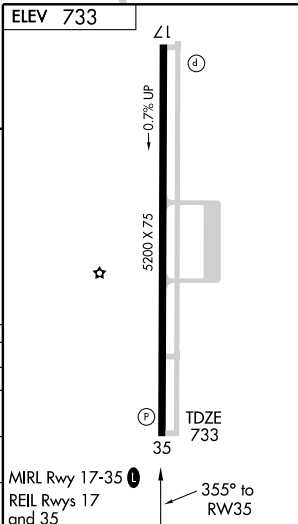
AWOS-3  
**119.925**

TULSA APP CON  
**119.1 351.8**

UNICOM  
**122.7 (CTAF)**



CATEGORY	A	B	C	D
LPV DA		983-1	250 (300-1)	NA
LNAV/VNAV DA		1052-1¼	319 (400-1¼)	NA
LNAV MDA	1200-1	467 (500-1)	1200-1¼ 467 (500-1¼)	NA
CIRCLING	1260-1	527 (600-1)	1260-1½ 527 (600-1½)	NA



VORTAC TUL <b>114.4</b> Chan <b>91</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>733</b>
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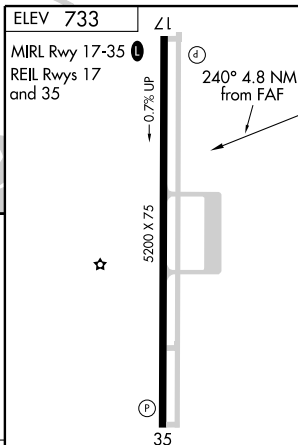
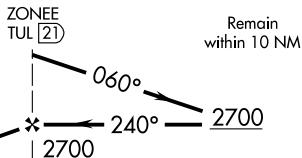
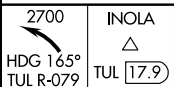
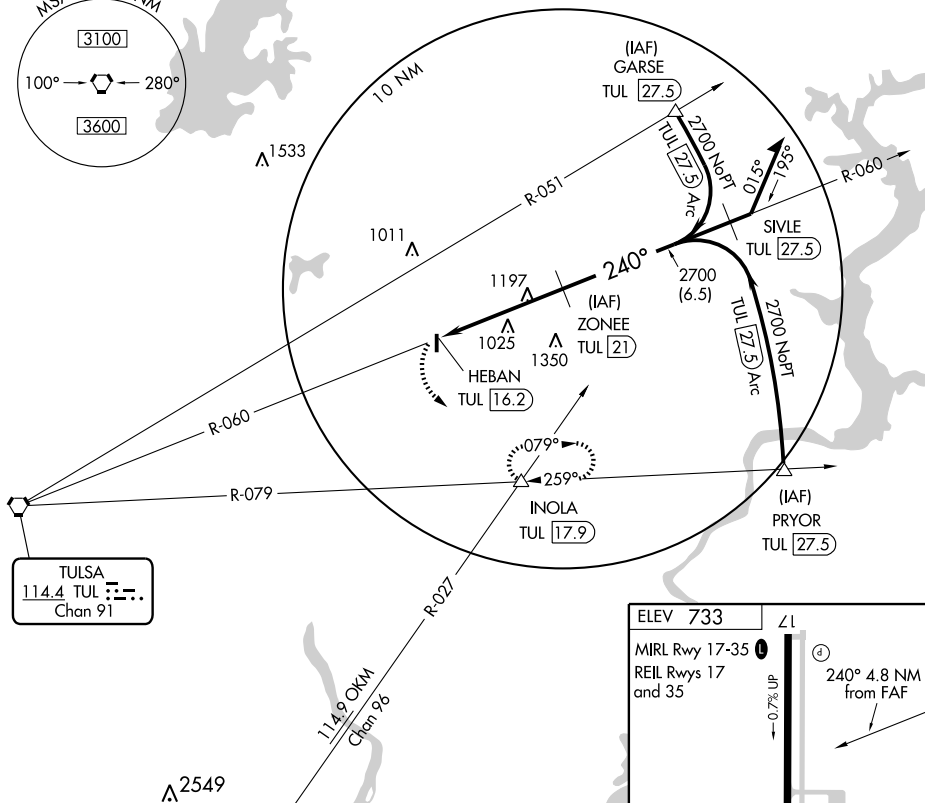
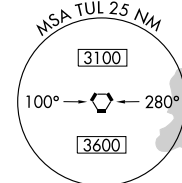
VOR/DME-A  
CLAREMORE RGNL (GCM)

**T** If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climbing left turn to 2700 via heading 165° and TUL R-079 to INOLA Int/TUL 17.9 DME and hold.

AWOS-3  
**119,925**

TULSA APP CON  
**119.1 351.8**

UNICOM  
122.7 (CTAF) **L**

CATEGORY	A	B	C	D	FAF to MAP 4.8 NM					
CIRCLING	1620-1¼	887 (900-1¼)	1620-2¾ 887 (900-2¾)	NA	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

CLAREMORE, OKLAHOMA

Amdt 2A 09239

CLAREMORE RGNL (GCM)

VOR/DME-A

36°18' N-95°29' W

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010



## CLINTON

CLINTON RGNL (CLK) 3 NE UTC-6(-5DT) N35°32.30' W98°55.97'

DALLAS-FT. WORTH

1616 B FUEL 100LL NOTAM FILE CLK

L-15C

RWY 17-35: H4306X75 (ASPH) S-7 MIRL 0.3% up N

IAP

RWY 17: Tree.

RWY 35: VASI(V4L)—GA 3.0° TCH 24'.

RWY 13-31: 1348X245 (TURF)

AIRPORT REMARKS: Attended 1400-2300Z. Rwy 13-31 rough. MIRL  
Rwy 17-35 and taxiway lgts preset med ints, to increase ints and  
ACTIVATE VASI Rwy 35—CTAF. Rwy 13-31 boundaries marked by  
orange barrels.

WEATHER DATA SOURCES: AWOS-3 119.225 (580) 323-8477.

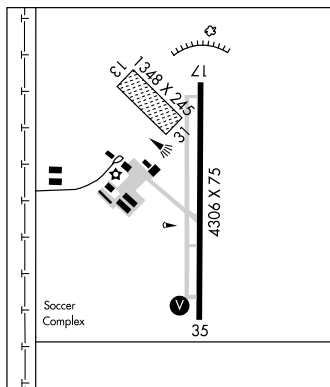
COMMUNICATIONS: CTAF/UNICOM 122.8

FORT WORTH CENTER APP/DEP CON 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CSM.

BURNS FLAT (L) VORTACW 110.0 BFV Chan 37 N35°14.22'

W99°12.37' 029° 22.5 NM to fld. 1780/8E.



CLINTON-SHERMAN (CSM) 15 SW UTC-6(-5DT) N35°20.39' W99°12.03'

DALLAS-FT. WORTH

1922 B FUEL 100LL, JET A TPA-2699(777) NOTAM FILE CSM

H-6H, L-15C

RWY 17R-35L: H13503X150 (CONC) S-50, D-200, 2S-175, 2D-390 HIRL (NSTD)

IAP, AD

RWY 17R: Rgt tfc. RWY 35L: VASI(V4L)—GA 3.0° TCH 52'.

RWY 17L-35R: H5193X75 (CONC) S-50, D-200, 2S-175, 2D-390

RWY 17L: Antenna.

RWY 35R: Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1500-0600Z, except holidays.  
For arpt attendant after hours call 580-562-4713. Rwy 17L-35R  
is laid out on parallel twy to Rwy 17R-35L. Rwy 17L-35R VFR  
dalgt use only. Military jet training, heavy jets surface to 5000'  
within 25 NM radius. Extensive student pilot training from surface  
to 5000' within 10 NM radius between 1500-1800Z. Military jet  
ngt vision training, ctc twr 10 minutes prior to ldg after SS to  
adjust fld lighting. VFR acft advised to ctc twr 15 NM out for  
sequencing. Rwy 17R-35L NSTD HIRL. Rwy lgts located 75' off  
each side of rwy. Rotating bcn OTS indef. ACTIVATE HIRL Rwy  
17R-35L, taxiway lgts and windsock—119.6.

WEATHER DATA SOURCES: ASOS 135.225 (580) 562-4811. LAWRS.

COMMUNICATIONS: CTAF 119.6 UNICOM 122.95

FORT WORTH CENTER APP/DEP CON 128.4.

TOWER 119.6 (Mon-Fri 1500-0600Z except Federal holidays.)

GND CON 121.7

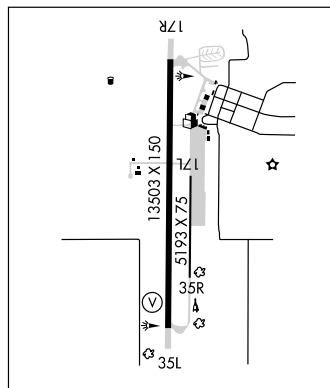
AIRSPACE: CLASS D svc (Mon-Fri 1500-0600Z except Federal holidays.) other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CSM.

BURNS FLAT (L) VORTACW 110.0 BFV Chan 37 N35°14.22' W99°12.37' 355° 6.2 NM to fld. 1780/8E.

FOSSI NDB (MHW/LOM) 393 BZ N35°27.04' W99°12.09' 172° 6.6 NM to fld. Unmonitored when twr clsd.

ILS 109.5 I-BZF Rwy 17R. LOM FOSSI NDB. Unmonitored when twr clsd.



## COALGATE

CITY OF COALGATE (Ø8F) 1 W UTC-6(-5DT) N34°31.91' W96°13.98'

DALLAS-FT. WORTH

615 NOTAM FILE MLC

RWY 17-35: 2584X80 (TURF)

RWY 17: Thld dsplcd 250'. Road.

RWY 35: Thld dsplcd 275'. Fence.

AIRPORT REMARKS: Unattended. Rwy 17 thld dsplcd dalgt ops only. Rwy 35 thld dsplcd dalgt ops only. Rwy 17-35  
thlds marked by flush mounted conc slabs painted white. Two 185' water towers 1320' from Rwy 17 end and  
350' left of centerline.

COMMUNICATIONS: CTAF 122.9

APP CRS <b>172°</b>	Rwy Idg <b>4306</b>
	TDZE <b>1604</b>
	Apt Elev <b>1615</b>

# RNAV (GPS) RWY 17

CLINTON RGNL (CLK)

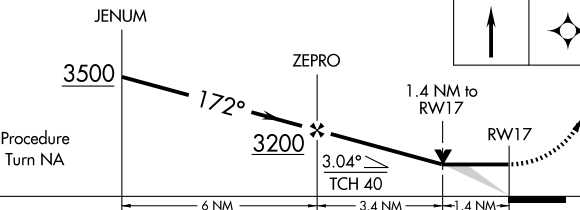
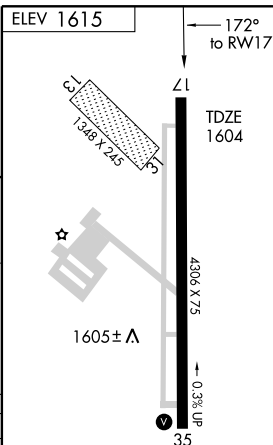
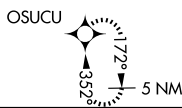
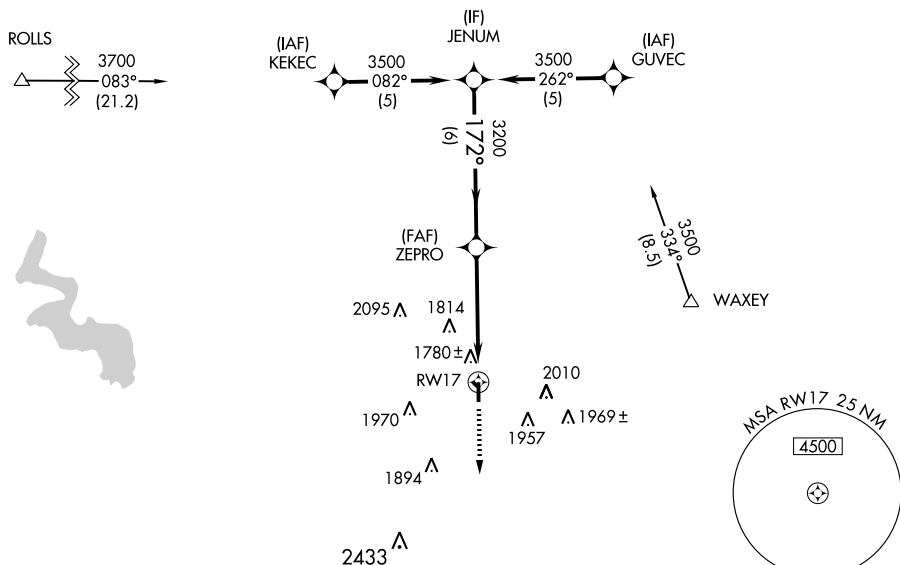
**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet.  
**▲** VDP NA with Hobart altimeter setting.

MISSED APPROACH: Climb to 3700  
direct OSUCU and hold.

AWOS-3  
**119.225**

FORT WORTH CENTER  
**128.4 269.375**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAB MDA	2080-1	476 (500-1)	2080-1¼ 476 (500-1¼)	NA
CIRCLING	2140-1	525 (600-1)	2240-1¼ 625 (700-1¼)	NA

MIRL Rwy 17-35 0

APP CRS <b>352°</b>	Rwy Idg <b>4306</b>
	TDZE <b>1615</b>
	Apt Elev <b>1615</b>

# RNAV (GPS) RWY 35

CLINTON RGNL (CLK)

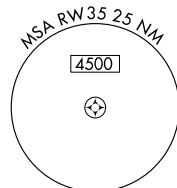
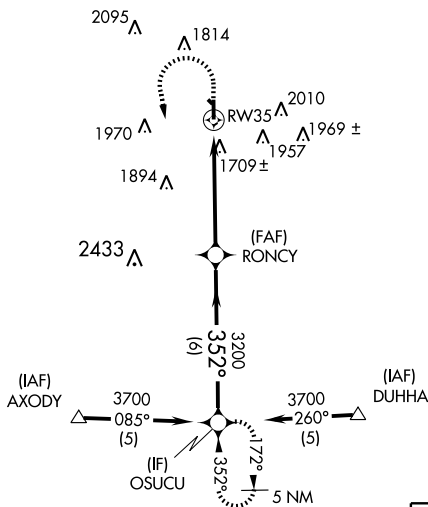
**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart altimeter setting.

**MISSED APPROACH:** Climbing left turn to 3700 direct OSUCU and hold.

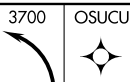
AWOS-3  
**119.225**

FORT WORTH CENTER  
**128.4 269.375**

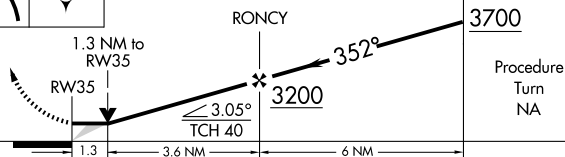
UNICOM  
**122.8 (CTAF) 0**



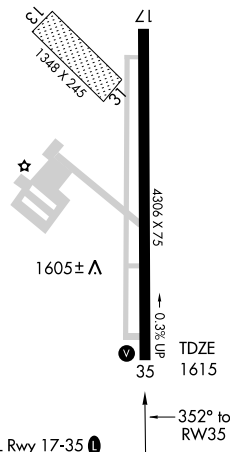
ELEV 1615



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
RNAV MDA	2020-1 405 (500-1)	2020-1 405 (500-1 1/4)	2020-1 405 (500-1 1/4)	NA
CIRCLING	2140-1 525 (600-1)	2240-1 625 (700-1 3/4)	2240-1 625 (700-1 3/4)	NA



MIRL Rwy 17-35 0

VORTAC BFV <b>110.0</b> Chan <b>37</b>	APP CRS <b>029°</b>	Rwy Idg TDZE Apt Elev <b>1615</b>	<b>N/A</b> <b>N/A</b> <b>1615</b>
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**VOR/DME-A**  
CLINTON RGNL (CLK)

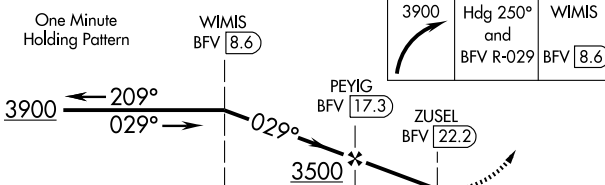
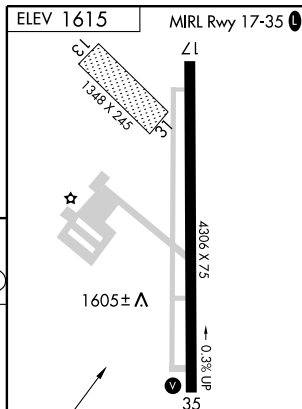
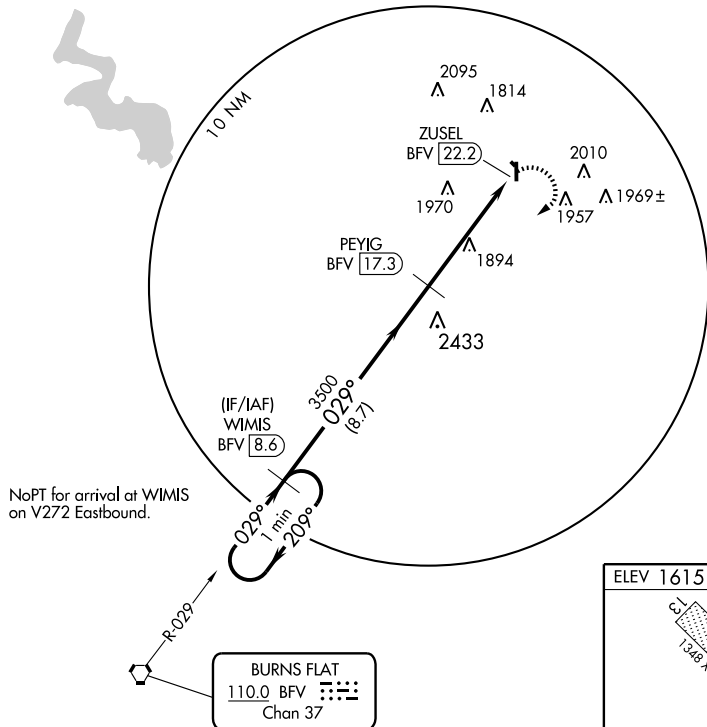
▼ If local altimeter setting not received, use Hobart Rgnl  
▲ altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3900 via heading  
250° and BFV R-029 to WIMIS/BFV 8.6 DME and hold.

AWOS-3  
**119.225**

FORT WORTH CENTER  
**128.4 269.375**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
CIRCLING	2280-1 665 (700-1)	2280-1¼ 665 (700-1¼)	2280-1¾ 665 (700-1¾)	NA

CLINTON, OKLAHOMA  
Orig 09127

35° 32' N-98° 56' W

CLINTON RGNL (CLK)  
**VOR/DME-A**

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010



## AIRPORT DIAGRAM

AL-778 (FAA)

CLINTON-SHERMAN (CSM)  
CLINTON, OKLAHOMA

ASOS  
135.225  
CLINTON-SHERMAN TOWER ★  
119.6 256.9  
GND CON  
121.7 239.0

99°13'W



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

99°12'W

99°11'W

FIELD  
ELEV  
1922

1010 X 150

174.5°

2072



CONTROL TOWER  
ADMINISTRATION

FIRE  
STATION

ELEV 1910

ELEV  
1906

174.5°

ELEV 1905

13503 X 150

5193 X 75

354.5°

ELEV 1907

35R

354.5°

ELEV 1912

1005 X 150

35L

RWY 17L-35R

S-50, D-200, 2S-175, 2D-390

RWY 17R-35L

S-50, D-200, 2S-175, 2D-390

CAUTION: BE ALERT TO RUNWAY  
CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

CLINTON, OKLAHOMA  
CLINTON-SHERMAN (CSM)

## CLINTON

CLINTON RGNL (CLK) 3 NE UTC-6(-5DT) N35°32.30' W98°55.97'

DALLAS-FT. WORTH

1616 B FUEL 100LL NOTAM FILE CLK

L-15C

RWY 17-35: H4306X75 (ASPH) S-7 MIRL 0.3% up N

IAP

RWY 17: Tree.

RWY 35: VASI(V4L)—GA 3.0° TCH 24'.

RWY 13-31: 1348X245 (TURF)

AIRPORT REMARKS: Attended 1400-2300Z. Rwy 13-31 rough. MIRL  
Rwy 17-35 and taxiway lgts preset med ints, to increase ints and  
ACTIVATE VASI Rwy 35—CTAF. Rwy 13-31 boundaries marked by  
orange barrels.

WEATHER DATA SOURCES: AWOS-3 119.225 (580) 323-8477.

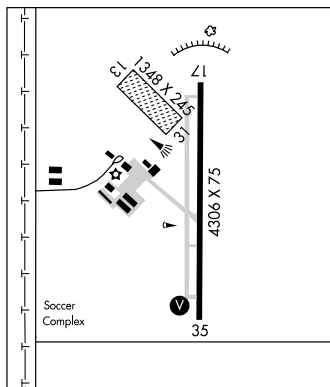
COMMUNICATIONS: CTAF/UNICOM 122.8

FORT WORTH CENTER APP/DEP CON 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CSM.

BURNS FLAT (L) VORTACW 110.0 BFV Chan 37 N35°14.22'

W99°12.37' 029° 22.5 NM to fld. 1780/8E.



CLINTON-SHERMAN (CSM) 15 SW UTC-6(-5DT) N35°20.39' W99°12.03'

DALLAS-FT. WORTH

1922 B FUEL 100LL, JET A TPA-2699(777) NOTAM FILE CSM

H-6H, L-15C

RWY 17R-35L: H13503X150 (CONC) S-50, D-200, 2S-175, 2D-390 HIRL (NSTD)

IAP, AD

RWY 17R: Rgt tfc. RWY 35L: VASI(V4L)—GA 3.0° TCH 52'.

RWY 17L-35R: H5193X75 (CONC) S-50, D-200, 2S-175, 2D-390

RWY 17L: Antenna.

RWY 35R: Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1500-0600Z, except holidays.  
For arpt attendant after hours call 580-562-4713. Rwy 17L-35R  
is laid out on parallel twy to Rwy 17R-35L. Rwy 17L-35R VFR  
dalgt use only. Military jet training, heavy jets surface to 5000'  
within 25 NM radius. Extensive student pilot training from surface  
to 5000' within 10 NM radius between 1500-1800Z. Military jet  
ngt vision training, ctc twr 10 minutes prior to ldg after SS to  
adjust fld lighting. VFR acft advised to ctc twr 15 NM out for  
sequencing. Rwy 17R-35L NSTD HIRL. Rwy lgts located 75' off  
each side of rwy. Rotating bcn OTS indef. ACTIVATE HIRL Rwy  
17R-35L, taxiway lgts and windsock—119.6.

WEATHER DATA SOURCES: ASOS 135.225 (580) 562-4811. LAWRS.

COMMUNICATIONS: CTAF 119.6 UNICOM 122.95

FORT WORTH CENTER APP/DEP CON 128.4.

TOWER 119.6 (Mon-Fri 1500-0600Z except Federal holidays.)

GND CON 121.7

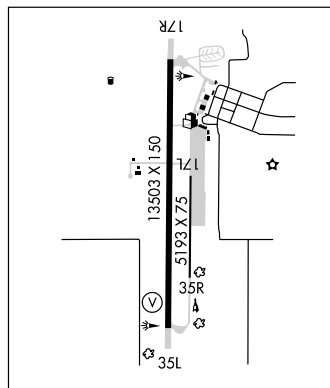
AIRSPACE: CLASS D svc (Mon-Fri 1500-0600Z except Federal holidays.) other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CSM.

BURNS FLAT (L) VORTACW 110.0 BFV Chan 37 N35°14.22' W99°12.37' 355° 6.2 NM to fld. 1780/8E.

FOSSI NDB (MHW/LOM) 393 BZ N35°27.04' W99°12.09' 172° 6.6 NM to fld. Unmonitored when twr clsd.

ILS 109.5 I-BZF Rwy 17R. LOM FOSSI NDB. Unmonitored when twr clsd.



## COALGATE

CITY OF COALGATE (Ø8F) 1 W UTC-6(-5DT) N34°31.91' W96°13.98'

DALLAS-FT. WORTH

615 NOTAM FILE MLC

RWY 17-35: 2584X80 (TURF)

RWY 17: Thld dsplcd 250'. Road.

RWY 35: Thld dsplcd 275'. Fence.

AIRPORT REMARKS: Unattended. Rwy 17 thld dsplcd dalgt ops only. Rwy 35 thld dsplcd dalgt ops only. Rwy 17-35  
thlds marked by flush mounted conc slabs painted white. Two 185' water towers 1320' from Rwy 17 end and  
350' left of centerline.

COMMUNICATIONS: CTAF 122.9

HI-VOR/DME or TACAN RWY 17R

CLINTON-SHERMAN (KCSM)

**MISSED APPROACH:** Climb to 2500 then climbing right turn to 5000 via heading 220° and SYO VORTAC R-125 to SASHE and hold.

GND CON  
**121.7 239.0**

WEROS  
BFV  
10

5000  
217°  
(30)

WAXY  
1

BURNS FLAT  
110.0 BFV   
Chan 37

HOBART

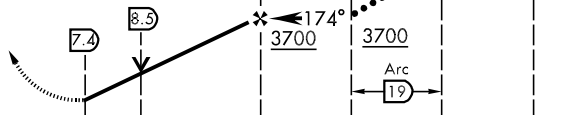
ELEV 1922

ELEV 1922

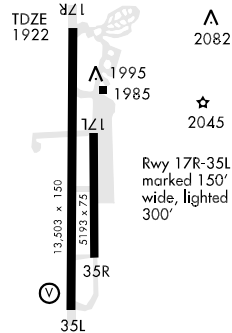
← 174° to VORTAC

EMERG SAFE ALT 100 NM 4800

2500 ↑	5000 ↗ Hdg 220°
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CATEGORY	C	D	E
S-17R †	2340-1¼ 418 (500-1¼)		2340-1 ½ 418 (500-1½)
CIRCLING †	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2 ½ 698 (700-2½)

HIRL Rwy 17R-35L **L**

CLINTON-SHERMAN (KCSM)

HI-VOR/DME or TACAN RWY 17R

SC-1. 21 OCT 2010 to 18 NOV 2010

LOC I-BZF <b>109.5</b>	APP CRS <b>172°</b>	Rwy Idg TDZE Apt Elev <b>13503</b> <b>1922</b>
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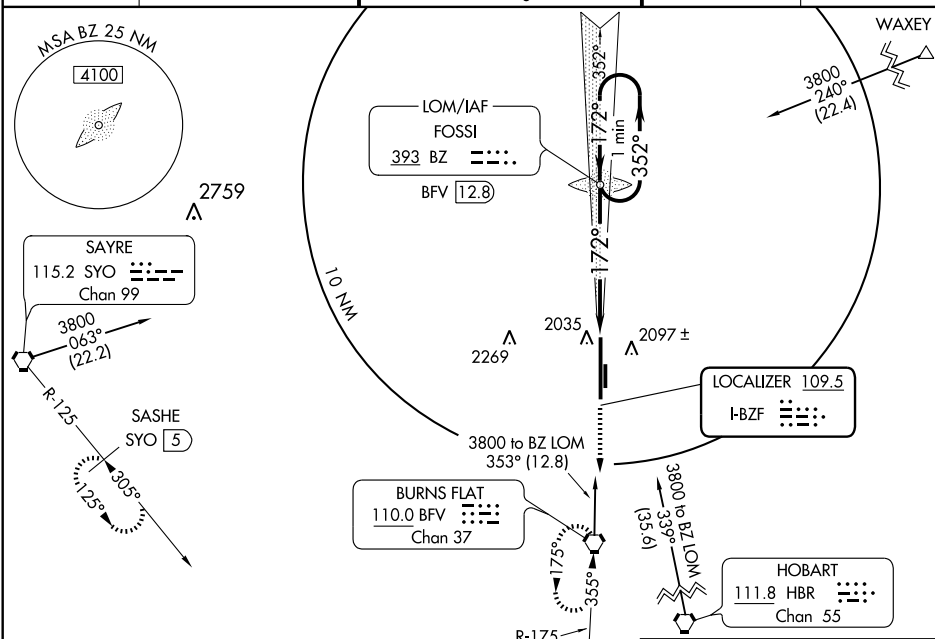
## ILS or LOC RWY 17R

CLINTON-SHERMAN (CSM)

▼ When control tower closed, use Hobart altimeter setting; when neither available, procedure not authorized. Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3200 direct BFV VORTAC and hold. (TACAN aircraft climb to 2500 then climbing right turn to 5000 via heading 220° and SYO R-125 to SASHE Int and hold SE, left turn, 305° inbound.)

ASOS <b>135.225</b>	FORT WORTH CENTER <b>128.4 269.375</b>	CLINTON-SHERMAN TOWER ★ <b>119.6 (CTAF) 0 256.9</b>	GND CON <b>121.7 239.0</b>	UNICOM <b>122.95</b>
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3200	BFV	TACAN ONLY	LOM	One Minute Holding Pattern	ELEV 1922
↑	⬡	2500	BFV 12.8		TDZE 1922
		5000			172° 5.5 NM from FAF
		HDG 220° SYO R-125	3740		1924
		SASHE SYO 5	352°		1995
			172°		1985
			3800		2045
			GS 3.00° TCH 54		
			5.5 NM		
CATEGORY	A	B	C	D	E
S-ILS 17R		2122-¾	200 (200-¾)		
S-LOC 17R		2240-1	318 (400-1)		
CIRCLING	2400-1	478 (500-1)	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)
HOBART ALTIMETER SETTING MINIMUMS					
S-ILS 17R		2223-¾	301 (400-¾)		
S-LOC 17R	2340-1	418 (500-1)	2340-1¼ 418 (500-1¼)	2340-1½ 418 (500-1½)	
CIRCLING	2500-1	578 (600-1)	2500-1½ 578 (600-1½)	2500-2 578 (600-2)	2740-3 818 (900-3)
CLINTON, OKLAHOMA					
Amdt 7A 10210					
35° 20'N-99° 12'W					

CLINTON-SHERMAN (CSM)

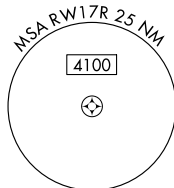
## ILS or LOC RWY 17R

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

CLINTON-SHERMAN (CSM)

**MISSED APPROACH:** Climb to 4000 direct HIMRY and right turn on track 272° to IWADO and right turn on track 025° to JETVE and hold.

UNICOM  
122.95

Orig 08APR10

CLINTON-SHERMAN (CSM)

RNAV (GPS) RWY 17R

4000 ↑		HIMRY ✧		IWADO ✧ trk 272°		JETVE ✧ trk 025°		JETVE 9 NM Holding Pattern	
* LNAV only		* 1.1 NM to RW17R		REXFU 3800		352° → ← 172°		4000	
RW17R		1.1 NM		4.5 NM		6.2 NM		GS 3.00° TCH 54°	
CATEGORY		A		B		C		D E	
LPV DA		2122-3/4		200 (200-3/4)					
LNAV/VNAV DA		2328-1 1/2		406 (500-1 1/2)					
LNAV MDA		2340-1 418 (500-1)		2340-1 1/4 418 (500-1 1/4)		2340-1 1/2 418 (500-1 1/2)			
CIRCLING		2340-1 418 (500-1)		2380-1 458 (500-1)		2380-1 1/2 458 (500-1 1/2)		2480-2 558 (600-2)	
		2620-2 1/2 698 (700-2 1/2)							

WAAS CH <b>40217</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg <b>13503</b> TDZE <b>1913</b> Apt Elev <b>1922</b>
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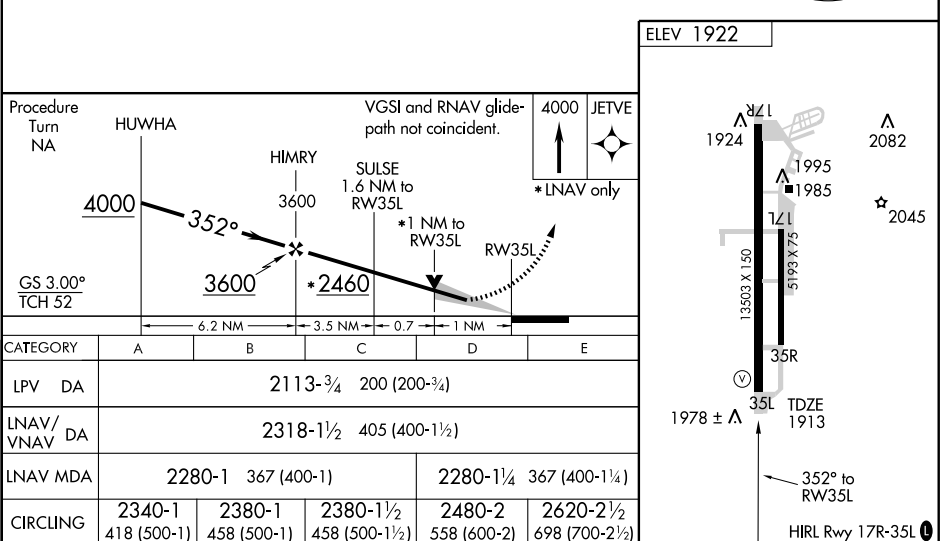
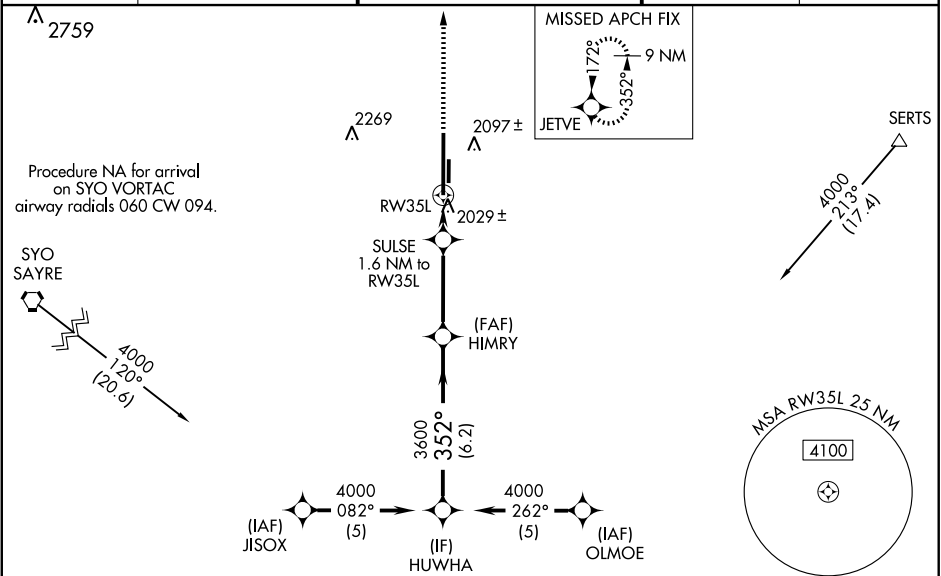
# RNAV (GPS) RWY 35L

CLINTON-SHERMAN (CSM)

**⚠** Circling NA east of Rwy 35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Hobart Rgnl altimeter setting and increase all DA 102 feet and all MDA 120 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cat D visibility ¼ mile. Increase LNAV and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart Rgnl altimeter setting. VDP NA with Hobart Rgnl altimeter setting.

**MISSED APPROACH:**  
Climb to 4000 direct JETVE and hold.

ASOS <b>135.225</b>	FORT WORTH CENTER <b>128.4 269.375</b>	CLINTON-SHERMAN TOWER ★ <b>119.6 (CTAF) 0 256.9</b>	GND CON <b>121.7 239.0</b>	UNICOM <b>122.95</b>
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CLINTON, OKLAHOMA  
Orig 08APR10

35° 20' N-99° 12' W

CLINTON-SHERMAN (CSM)

# RNAV (GPS) RWY 35L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BFV  
110.0  
Chan 37

APP CRS  
355°

Rwy Idg  
TDZE  
Apt Elev

13503  
1913  
1922

VOR RWY 35L  
CLINTON-SHERMAN (CSM)



Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3800 direct BZ LOM and hold.

ASOS  
135.225

FORT WORTH CENTER  
128.4 269.375

CLINTON-SHERMAN TOWER ★  
119.6 (CTAF) 0 256.9

GND CON  
121.7 239.0

UNICOM  
122.95

MISSED APCH FIX

FOSSI  
BZ = ...  
393



ADF REQUIRED

WAXEY

2759

SAYRE

115.2 SYO  
Chan 99

2269

2097±

2083±

2070±

IAF  
BURNS FLAT  
110.0 BFV  
Chan 37

MSA BFV 25 NM

3800

ELEV 1922

1924

2082

1995

1985

2045

121

13603 X 150

5193 X 75

35R

TDZE  
1913

1978 ±

35L

355° 5.2 NM  
from FAF

HIRL Rwy 17R-35L 0

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

One Minute  
Holding Pattern

VORTAC

3500

175°

355°

355°

355°

355°

2.82°

TCH 52

5.2 NM

BFV 5.2

3800

BZ

393

## COOKSON

**TENKILLER LAKE AIRPARK** (44M) 1 SW UTC-6(-5DT) N35°42.30' W94°56.16'

MEMPHIS

877 B FUEL 100LL NOTAM FILE MLC

RWY 05-23: 2600X75 (TURF) LIRL

RWY 05: VASI(V2L)—GA 3.0°TCH 31'.

RWY 23: VASI(V2L)—GA 3.5°TCH 33'. Trees.

**AIRPORT REMARKS:** Attended continuously. For fuel call 918-457-5444/4033. Deer on and invof rwy. Rwy 05-23

CLOSED to acft over 6,000 lbs. VASI Rwy 05 OTS indef. VASI Rwy 23 OTS indef. Rotating bcn OTS indef. LIRL

OTS indef. ACTIVATE LIRL Rwy 05-23—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**CORDELL MUNI** (F36) 1 E UTC-6(-5DT) N35°17.85' W98°58.05'

DALLAS-FT. WORTH

1589 B NOTAM FILE MLC

L-15C

RWY 17-35: H3650X60 (ASPH) S-12.6 MIRL

RWY 17: PVASI(P5IL). RWY 35: Road.

RWY 04-22: 2000X100 (TURF)

RWY 04: P-line. RWY 22: Ground.

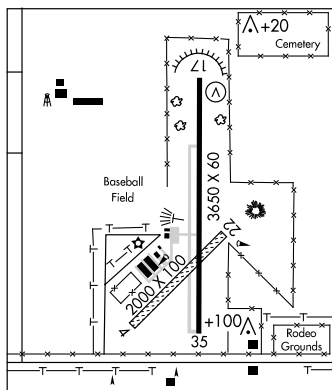
**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z. For attendant after hrs call 580-832-3046. Ultralights on and invof arpt. PVASI Rwy 17 OTS indef.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CSM.

BURNS FLAT (L) VORTACW 110.0 BFV Chan 37 N35°14.22'

W99°12.37' 065° 12.3 NM to fld. 1780/8E.



**CRAZY HORSE MUNI** (See DAVIS)

**CUSHING MUNI** (CUH) 2 S UTC-6(-5DT) N35°57.00' W96°46.38'

DALLAS-FT. WORTH

916 B FUEL 100LL, JET A NOTAM FILE CUH

H-6H, L-15E

RWY 18-36: H5201X100 (CONC-GRVD) S-30 PCN 4 R/B/X/T MIRL 0.7% up N

IAP

RWY 18: PAPI(P4L). Trees. RWY 36: PAPI(P4L). Trees.

RWY 08-26: 2700X55 (TURF)

RWY 08: Trees.

RWY 02-20: 2860X80 (TURF)

RWY 02: Trees. RWY 20: Pole.

RWY 11-29: 2500X75 (TURF)

RWY 11: Trees. RWY 29: Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 18: TORA-5201 TODA-5201 ASDA-4986 LDA-4986

RWY 36: TORA-5201 TODA-5201 ASDA-5201 LDA-4986

**AIRPORT REMARKS:** Attended 1400-2300Z. Arpt unattended Christmas, New Years and Thanksgiving. Fuel avbl 24 hr with automated credit card system. Parachute Jumping. Rwy 02-20, Rwy 08-26 and Rwy 11-29 soft when wet. Rwy 02-20, Rwy 08-26 and Rwy 11-29 CLOSED to acft over 5,000 lbs. MIRL Rwy 18-36 preset medium ints, to increase ints ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.25.

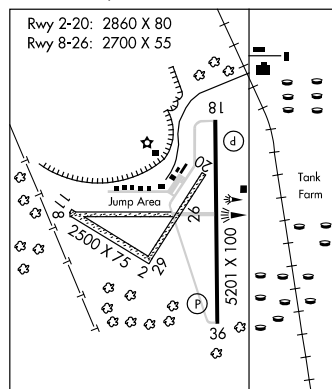
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® KANSAS CITY CENTER APP/DEP CON 128.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 245° 50.1 NM to fld. 770/8E.

NDB (MHW) 242 CUH N35°53.40' W96°46.52' 357° 3.6 NM to fld. NOTAM FILE CUH. Unmonitored.



**DAVID JAY PERRY** (See GOLDSBY)



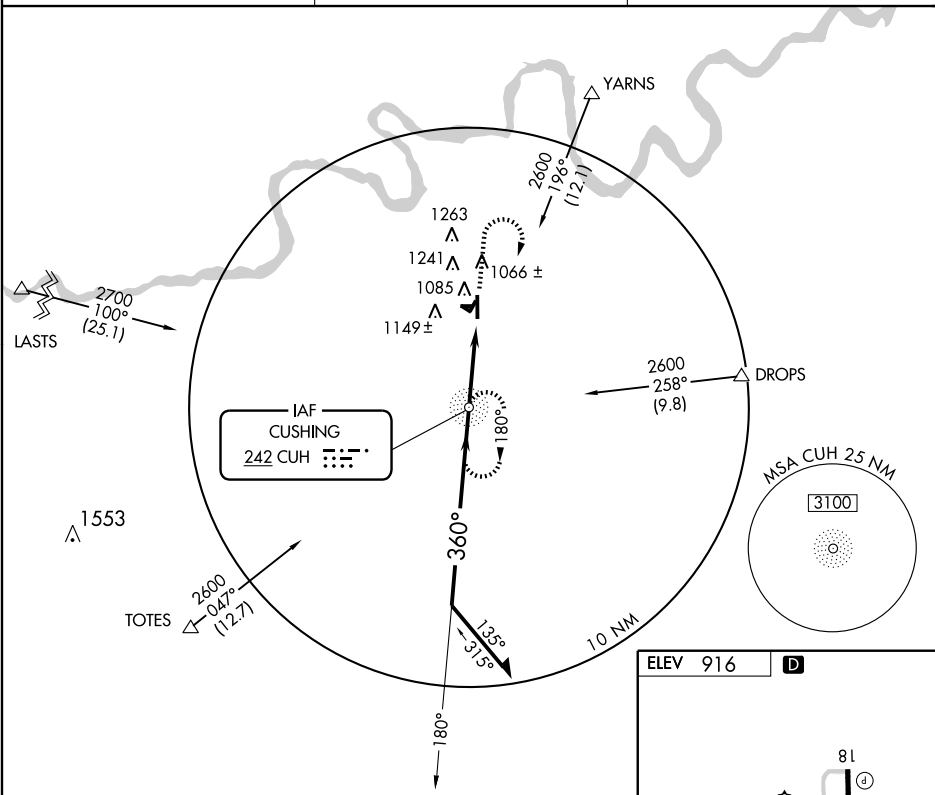
NDB CUH <b><u>242</u></b>	APP CRS <b>360°</b>	Rwy Idg <b>4986</b> TDZE <b>903</b> Apt Elev <b>916</b>
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NDB RWY 36  
CUSHING MUNI (CUH)

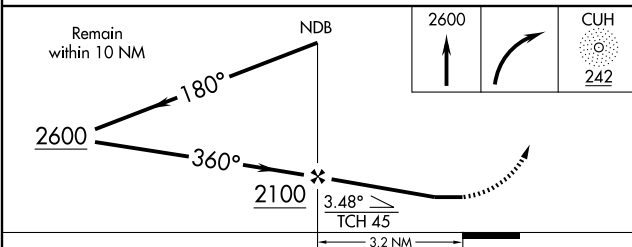
**T** If local altimeter setting not received, use Chandler  
**A** Rgnl altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 2600, then right turn direct CUH NDB and hold.

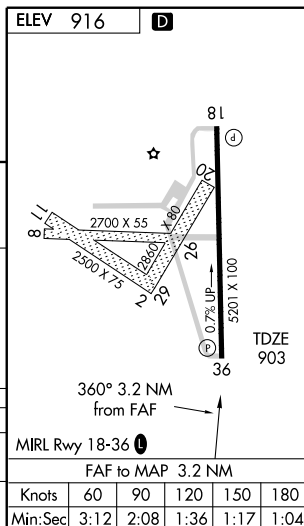
AWOS-3 <b>118.25</b>	KANSAS CITY CENTER <b>128.3 291.7</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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SC-1.21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-36	1460-1	557 (600-1)	1460-1½ 557 (600-1½)	NA
CIRCLING	1600-1	684 (700-1)	1600-2 684 (700-2)	NA



APP CRS **355°**  
 Rwy Idg **4986**  
 TDZE **903**  
 Apr Elev **916**

# RNAV (GPS) RWY 36

CUSHING MUNI (CUH)

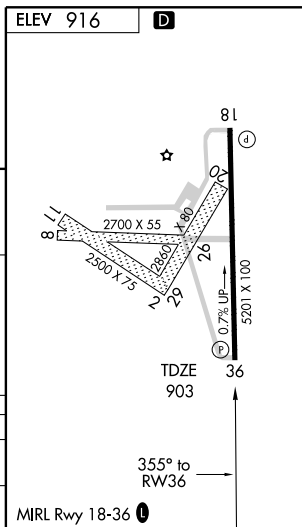
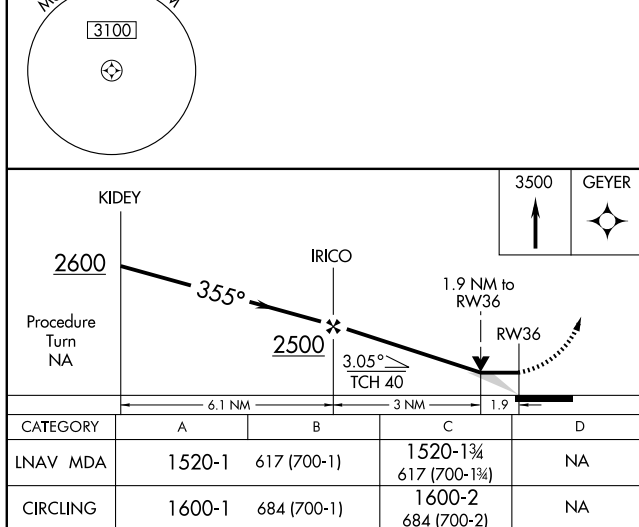
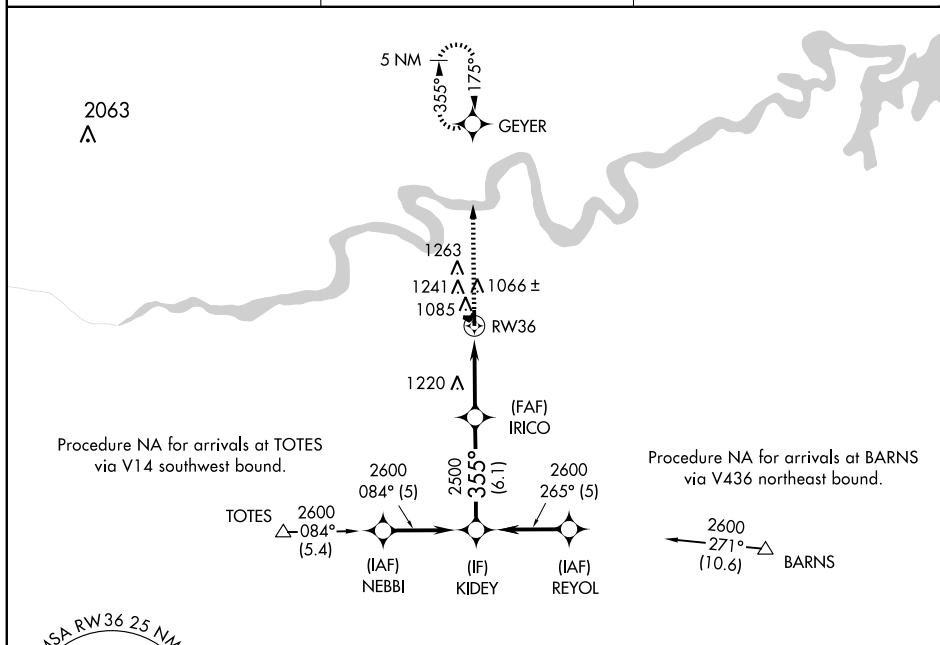
**▼** If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.  
**▲** VDP NA with Chandler Rgnl altimeter setting.

MISSED APPROACH: Climb to 3500 direct GEYER and hold.

AWOS-3  
**118.25**

KANSAS CITY CENTER  
**128.3 291.7**

UNICOM  
**122.8 (CTAF)**



## DAVIS

**CRAZY HORSE MUNI** (97F) 3 NE UTC-6(-5DT) N34°32.79' W97°06.50'

DALLAS-FT. WORTH

940 NOTAM FILE MLC

**RWY 17-35:** H2600X34 (ASPH)

**RWY 17:** Road. **RWY 35:** Road.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 has moderate to severe cracking and severe grass encroachment.

**COMMUNICATIONS:** CTAF 122.9

**DAVIS FLD** (See MUSKOGEE)

**DECKER FLD** (See MENO)

**DEWIE** N36°50.37' W96°00.84' NOTAM FILE BVO.

KANSAS CITY

**NDB (LOM)** 201 BV 171° 4.6 NM to Bartlesville Muni.

**DOBIE'S** (See INOLA)

## DUNCAN

**HALLIBURTON FLD** (DUC) 2 S UTC-6(-5DT) N34°28.28' W97°57.59'

DALLAS-FT. WORTH

1114 B S4 **FUEL** 100LL, JET A NOTAM FILE DUC

H-6H, L-17C

**RWY 17-35:** H6326X100 (CONC) S-44, D-56, 2D/2D2-101 MIRL 0.4% up N

IAP

**RWY 17:** REIL VASI(V4L)—GA 3.0° TCH 43'. Trees.

**RWY 35:** REIL. VASI(V4L)—GA 3.0° TCH 44'.

**AIRPORT REMARKS:** Attended 1300-0000Z†. REIL Rwy 17 OTS indef.  
VASI Rwy 35 OTS indef. Rwy 17 VASI unusable byd 5° right of  
centerline. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35  
and VASI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (580) 252-4547.

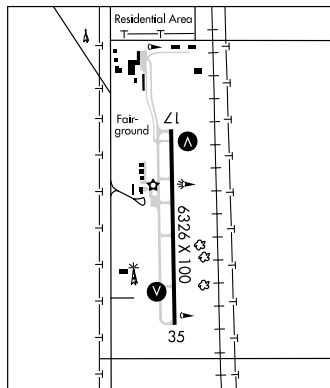
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **FORT SILL APP/DEP CON** 118.6 **CLNC DEL** 118.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DUC.

**DUNCAN (L) VOR/DME** 111.0 DUC Chan 47 N34°23.07'  
W97°55.01' 329° 5.6 NM to fld. 1090/9E.

**ILS** 111.5 I-DUC Rwy 35. LOC only. LOC unmonitored  
Mon-Fri 0500-1300Z†, Sat-Sun unmonitored.



**DUNCAN** N34°23.07' W97°55.01' NOTAM FILE DUC.

DALLAS-FT. WORTH

(L) **VOR/DME** 111.0 DUC Chan 47 329° 5.6 NM to Halliburton Fld. 1090/9E.

H-6H, L-17C

VOR/DME unusable:

030°-044° byd 10 NM blo 9000'

030°-044° byd 35 NM

044°-076° byd 10 NM

076°-086° byd 10 NM blo 9000'

086°-188° byd 10 NM

188°-204° byd 10 NM blo 9000'

188°-204° byd 32 NM

204°-316° byd 10 NM

316°-336° byd 10 NM blo 7600'

316°-336° byd 25 NM

336°-030° byd 10 NM

LOC I-DUC <b>111.5</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>6326</b> <b>1094</b> <b>1114</b>
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**LOC RWY 35**

DUNCAN/ HALLIBURTON FIELD (DUC)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D ¼ mile and Circling Cat D ½ mile.

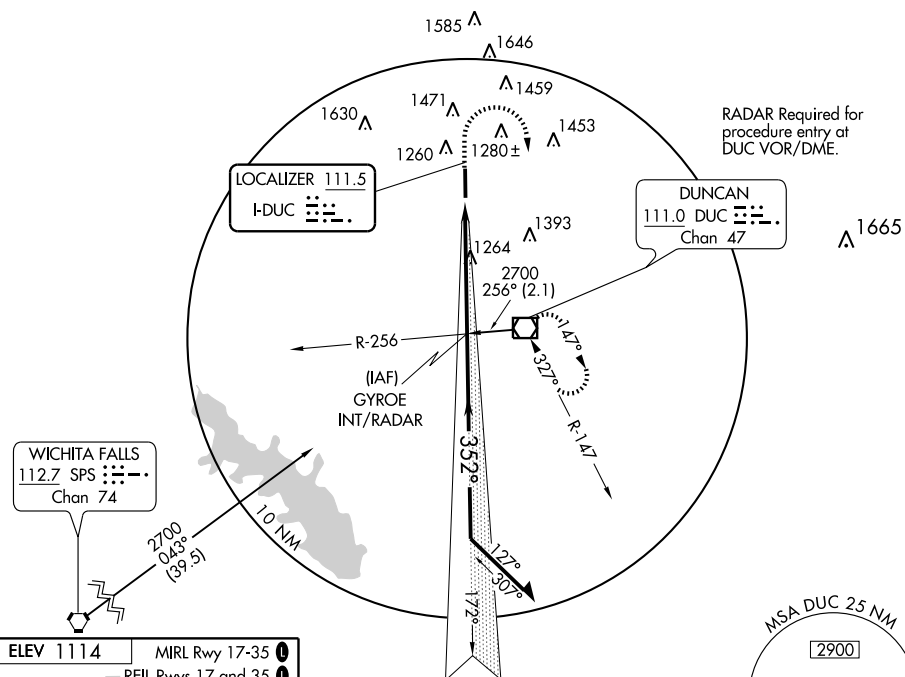
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3  
**119.075**

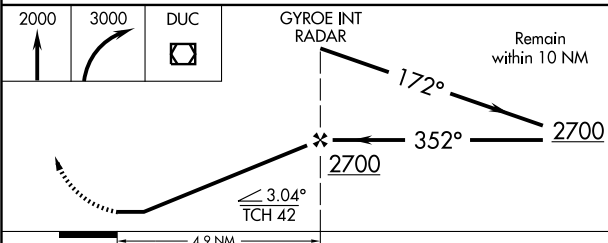
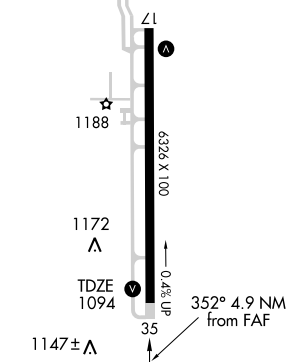
FORT SILL APP CON  
**118.6 290.375**

CLNC DEL  
**118.4**

UNICOM  
**122.8** (CTAF) **0**



ELEV 1114 MIRL Rwy 17-35  
REIL Rwy 17 and 35



CATEGORY	A	B	C	D
S-35	1520-1 426 (500-1)		1520-1½ 426 (500-1½)	
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2½ 726 (800-2½)

WAAS CH <b>93619</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE Apt Elev	<b>6326</b> <b>1114</b> <b>1114</b>
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# RNAV (GPS) RWY 17

DUNCAN/ HALLIBURTON FIELD (DUC)

Baro-VNAV NA when using Henry Post AAF, (Fort Sill) altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF, (Fort Sill) altimeter setting and increase all DA 67 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat B visibility ¼ mile, Cat C and D visibility ½ mile, increase Circling Cat B and D visibility ¼ mile and Cat C visibility ½ mile. VDP NA with Henry Post AAF, (Fort Sill) altimeter setting.

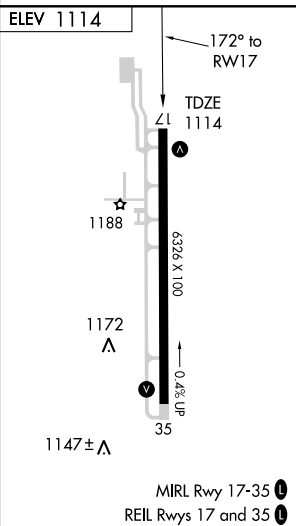
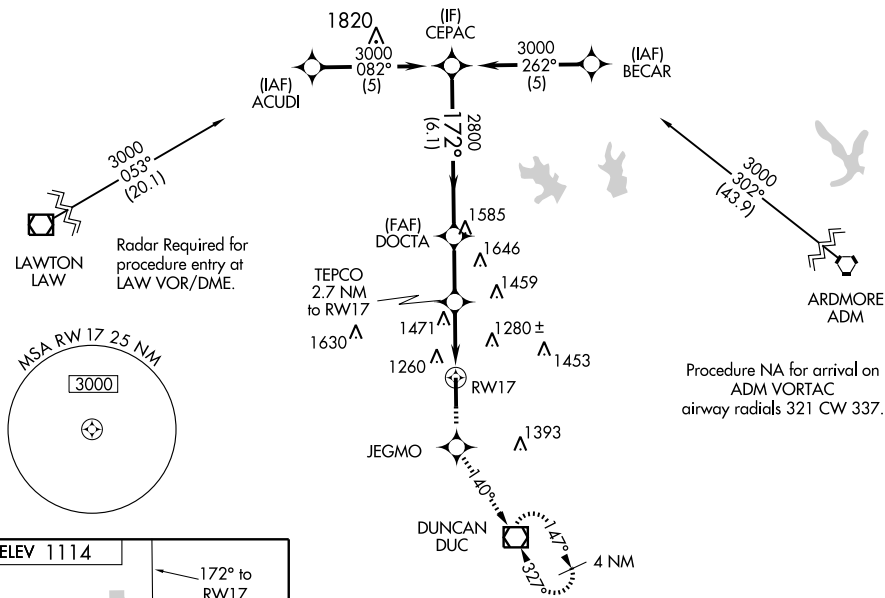
**MISSED APPROACH:**  
Climb to 3000 direct JEGMO and on track 140° to DUC VOR/DME and hold.

AWOS-3  
**119.075**

FORT SILL APP CON  
**118.6 290.375**

CLNC DEL  
**118.4**

UNICOM  
**122.8 (CTAF) 0**



3000	JEGMO	tr 140°	DUC	Procedure Turn NA
* LNAV only	TEPCO 2.7 NM to RW17	* 1.9 NM to RW17	DOCTA 2800	CEPAC 3000
RW17	2020 *	2800	172°	GS 3.00° TCH 53
1.9	0.8	2.4 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	1390-1 276 (300-1)			
LNAV/VNAV DA	1903-2 ¾ 789 (800-2 ¾)			
LNAV MDA	1780-1	666 (700-1)	1780-1 ¾ 666 (700-1 ¾)	1780-2 666 (700-2)
CIRCLING	1780-1	666 (700-1)	1780-1 ¾ 666 (700-1 ¾)	1840-2 ¼ 726 (800-2 ¼)

APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>6326</b> <b>1094</b> <b>1114</b>
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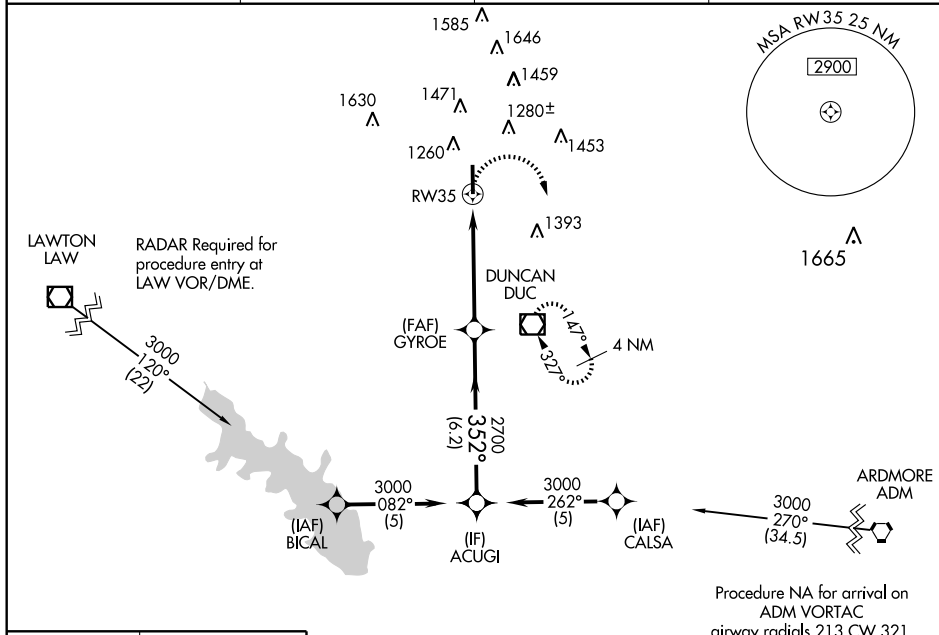
# RNAV (GPS) RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

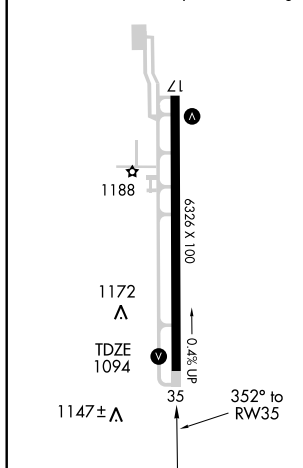
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and LNAV Cat C/D visibility ¼ mile, and Circling Cat D visibility ¼ mile. VDP NA with Henry Post AAF (Fort Sill) altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3 <b>119.075</b>	FORT SILL APP CON <b>118.6 290.375</b>	CLNC DEL <b>118.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1114	MIRL Rwy 17-35
	REIL Rws 17 and 35



	ACUGI	GYROE	RWY 35	DUC
	3000	2700	1.3 NM to RWY 35	
	352°	3.04° TCH 42		
	6.2 NM	3.6 NM	1.3 NM	
CATEGORY	A	B	C	D
LNAV MDA	1540-1	446 (500-1)	1540-1½ 446 (500-1½)	1540-1½ 446 (500-1½)
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2½ 726 (800-2½)

VOR/DME DUC <b>111.0</b> Chan <b>47</b>	APP CRS <b>327°</b>	Rwy Idg TDZE Apt Elev <b>1114</b>	<b>6326</b> <b>1094</b> <b>1114</b>
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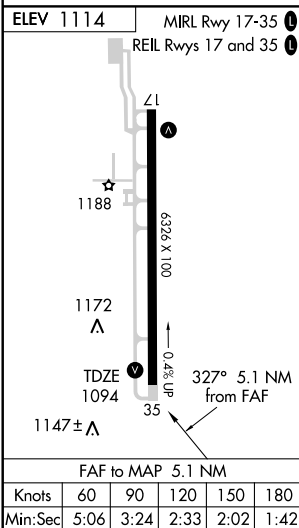
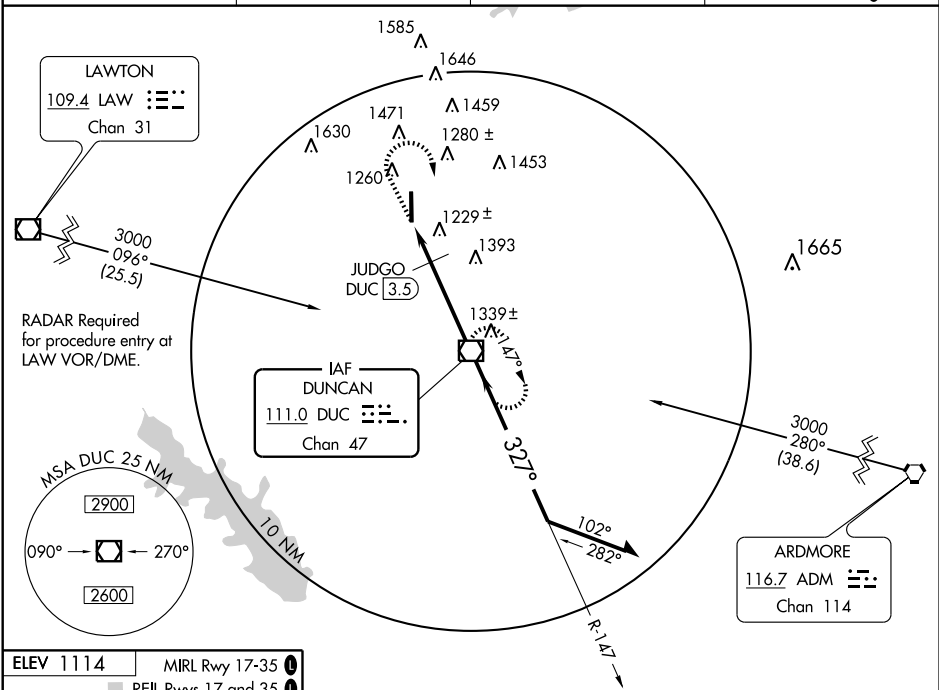
## VOR RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D and Circling Cat D ½ mile, JUDGO Fix minimums: increase S-35 Cat C/D and Circling Cat D ½ mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3 <b>119.075</b>	FORT SILL APP CON <b>118.6 290.375</b>	CLNC DEL <b>118.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1114	MIRL Rwy 17-35	REIL Rwy 17 and 35	1700	3000	DUC	*1600 when using Henry Post AAF (Ft. Sill) altimeter setting.
1188	6326 x 100	1172	147°	327°	2800	Remain within 10 NM
TDZE 1094	327° 5.1 NM from FAF	1147 ±	DUC 5.1	JUDGO DUC 3.5	*1580	3.06° TCH 42
FAF to MAP 5.1 NM			1.6 NM	3.5 NM		
CATEGORY	A	B	C	D		
S-35	1580-1	486 (500-1)	1580-1 ¼ 486 (500-1 ¼)	1580-1 ½ 486 (500-1 ½)		
CIRCLING	1580-1	466 (500-1)	1580-1 ½ 466 (500-1 ½)	1840-2 ¼ 726 (800-2 ¼)		
JUDGO FIX MINIMUMS						
S-35	1480-1	386 (400-1)		1480-1 ¼ 386 (400-1 ¼)		
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1 ½ 466 (500-1 ½)	1840-2 ¼ 726 (800-2 ¼)		

## DURANT

**EAKER FLD** (DUA) 3 SW UTC-6(-5DT) N33°56.54' W96°23.67'

699 B S4 FUEL 100LL, JET A TPA—See remarks. NOTAM FILE DUA

RWY 17-35: H5001X100 (ASPH) S-35, D-50 MIRL (NSTD)

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 49'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun 1500-2300Z†. 100LL avbl 24 hrs with automated credit card system. For fuel after hrs call 580-230-1188. PAEW adjacent Rwy 17-35. Large flocks of birds invof arpt. 372' tower 2.5 miles north of arpt. Extensive student training invof arpt and over Lake Texoma. Rwy 17 REIL OTS indef. PAPI Rwy 35 OTS indef. Rwy 17-35 NSTD MIRL. MIRL located 37' from rwy edges. TPA for light aircraft 1701(1002) and for large aircraft 2201(1502). ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (580) 931-3790.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**(R) FORT WORTH CENTER APP/DEP CON** 124.75

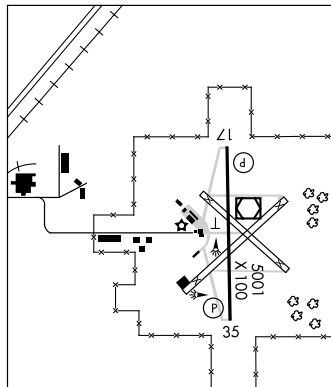
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DUA.

**TEXOMA (L) VORW/DME** 114.3 URH Chan 90 N33°56.65' W96°23.51' at fld. 681/5E.

DALLAS-FT. WORTH

H-6H, L-15C

IAP



**EAKER FLD** (See DURANT)

**ELK CITY RGNL BUSINESS** (ELK) 1 NE UTC-6(-5DT) N35°25.85' W99°23.66'

2013 B S4 FUEL 100LL, JET A TPA—3013(1000) NOTAM FILE MLC

RWY 17-35: H5399X75 (CONC) S-30 MIRL 0.5% up N

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 19'.

RWY 35: PAPI(P2L)—GA 3.5° TCH 19'. Pole.

**AIRPORT REMARKS:** Attended Mon-Sat 1430-2330Z†, Sun 1600-2300Z†. Ultralight activity on and invof of airport. Ditch located off the NW side of parallel twy. Arpt bcn OTS indef. ACTIVATE MIRL Rwy 17-35 and REIL Rwy 17—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (580) 303-9147.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**FORT WORTH CENTER APP/DEP CON** 128.4.

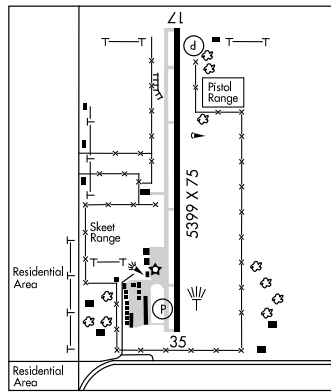
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**SAYRE (L) VORTAC** 115.2 SYO Chan 99 N35°20.71' W99°38.12' 057° 12.9 NM to fld. 1990/10E.

DALLAS-FT. WORTH

H-6H, L-15C

IAP





WAAS CH <b>99518</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE <b>699</b> Apt Elev <b>699</b>
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## RNAV (GPS) RWY 17

DURANT/ EAKER FIELD (DUA)

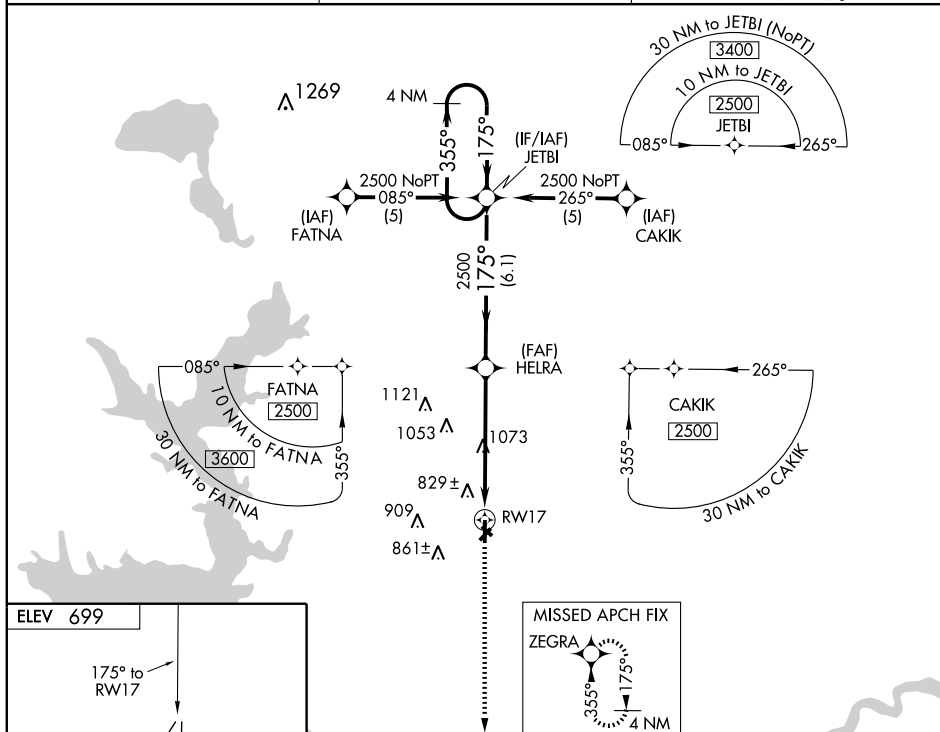
**⚠** Baro-VNAV NA when using Ardmore Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DA 96 feet and all MDA 100 feet; increase LPV Cats A, B, C visibility ½ mile, LNAV/VNAV Cts A, B, C and LNAV and Circling Cts B, C visibility ¼ mile. VDP NA with Ardmore Muni altimeter setting.

**MISSED APPROACH:**  
Climb to 2500 direct ZEGRA and hold.

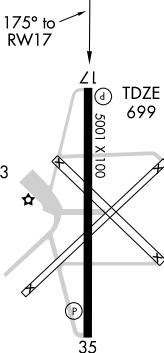
AWOS-3  
**124.175**

FORT WORTH CENTER  
**124.75 377.1**

UNICOM  
**122.8 (CTAF) 0**



ELEV 699



4 NM Holding Pattern				* LNAV only		2500	ZEGRA
2500 $\xleftarrow{355^\circ}$ $\xrightarrow{175^\circ}$ 2500 $\xrightarrow{175^\circ}$ 2500 $\xrightarrow{175^\circ}$ RW17 GS 3.00° TCH 49				* 2 NM to RW17			
				6.1 NM	3.4 NM	2 NM	
CATEGORY	A	B	C	D			
LPV DA	949-3/4			250 (300-3/4)	NA		
LNAV/VNAV DA	1132-1 1/2			433 (500-1 1/2)	NA		
LNAV MDA	1380-1	681 (700-1)	1380-2	681 (700-2)	NA		
CIRCLING	1380-1	681 (700-1)	1380-2	681 (700-2)	NA		

REIL Rwy 17 and 35

MIRL Rwy 17-35 0

DURANT, OKLAHOMA

Amdt 1 29JUL10

33°57'N-96°24'W

DURANT/ EAKER FIELD (DUA)

RNAV (GPS) RWY 17

WAAS CH <b>48918</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg <b>5001</b> TDZE <b>690</b> Apt Elev <b>699</b>
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## RNAV (GPS) RWY 35

DURANT/ EAKER FIELD (DUA)

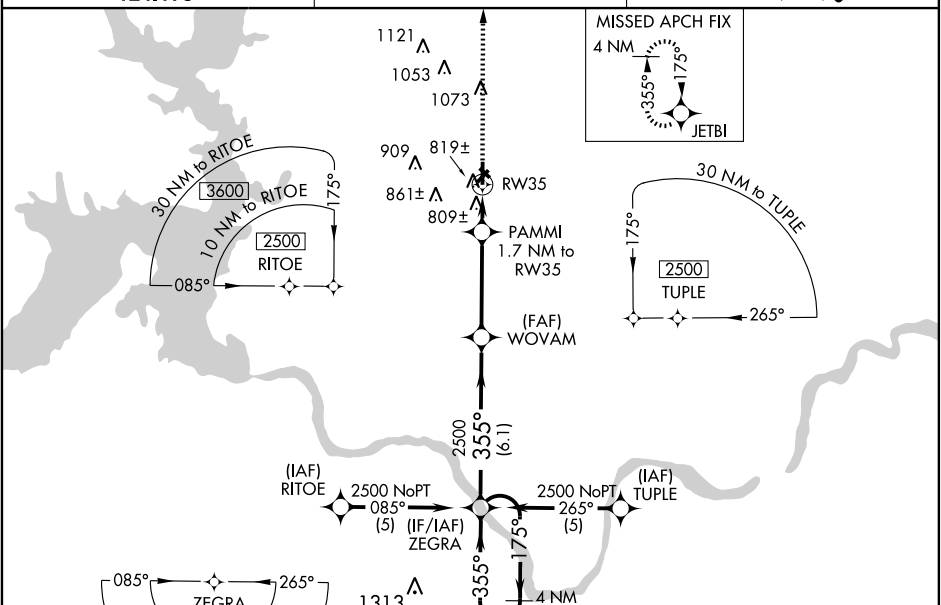
**V** **A** Baro-VNAV NA when using Ardmore Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DA 96 feet, all MDA 100 feet; increase LPV Cats A, B, C visibility ½ mile, increase LNAV/VNAV Cats A, B, C and LNAV and Circling Cat C visibility ¼ mile. VDP NA with Ardmore Muni altimeter setting.

**MISSED APPROACH:**  
Climb to 2500 direct  
JETBI and hold.

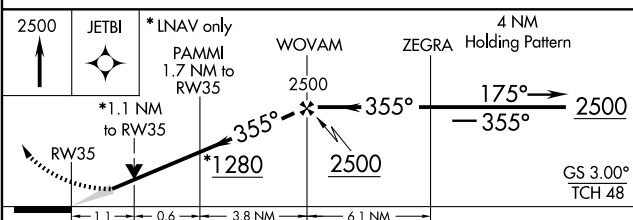
AWOS-3  
**124.175**

FORT WORTH CENTER  
124.75 377.1

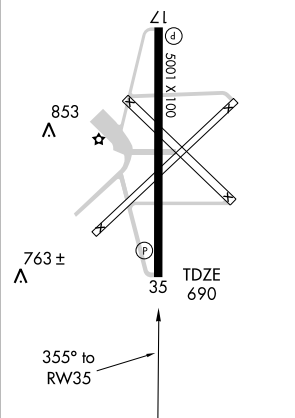
UNICOM  
122.8 (CTAF) **L**



ELEV 699	REIL Rwy 17 and 35 MIRL Rwy 17-35 <b>L</b>
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CATEGORY		A	B	C	D
LPV	DA	940- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )		NA
LNAV/ VNAV	DA	1111-1 $\frac{1}{2}$	421 (500-1 $\frac{1}{2}$ )		NA
LNAV	MDA	1100-1	410 (500-1)	1100-1 $\frac{1}{4}$ 410 (500-1 $\frac{1}{4}$ )	NA
CIRCLING		1220-1	521 (600-1)	1220-1 $\frac{1}{2}$ 521 (600-1 $\frac{1}{2}$ )	NA



DURANT, OKLAHOMA

Amdt 1 29JUL10

33°57'N-96°24'W

DURANT/ EAKER FIELD (DUA)

## RNAV (GPS) RWY 35

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

VOR/DME URH <b>114.3</b> Chan <b>90</b>	APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>698</b> <b>698</b>
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# VOR/DME RWY 17

DURANT/ EAKER FIELD (DUA)

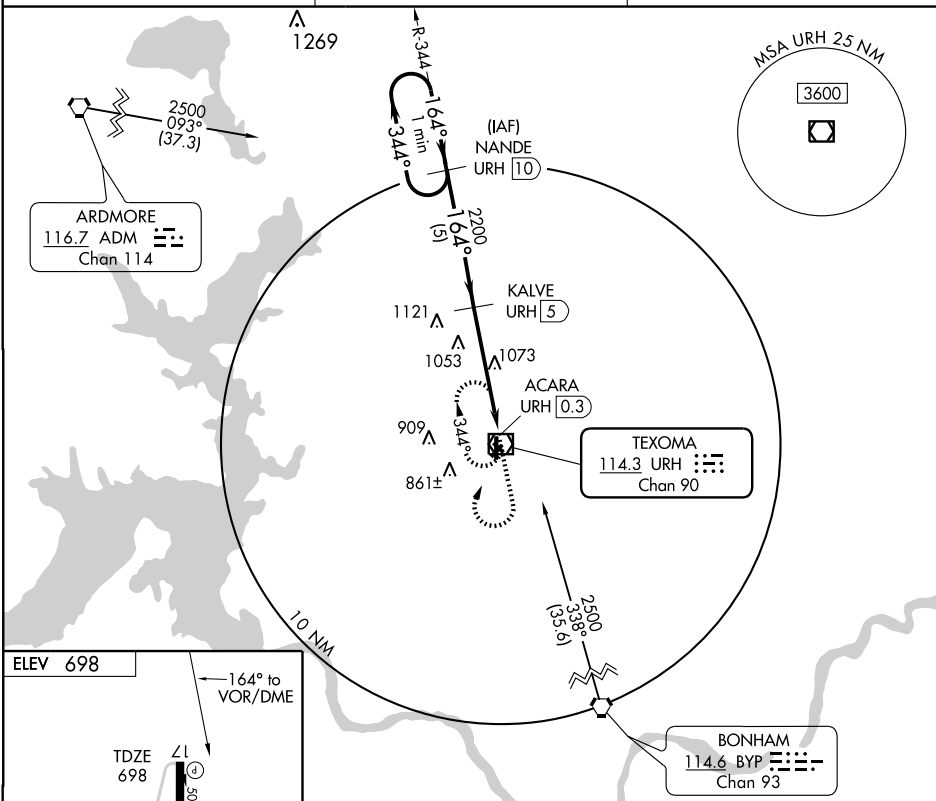
**V** If local altimeter setting not received, use Ardmore  
**NA** Muni altimeter setting and increase all MDAs 100 feet.  
 VDP NA when using Ardmore Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 in URH VOR/DME holding pattern.

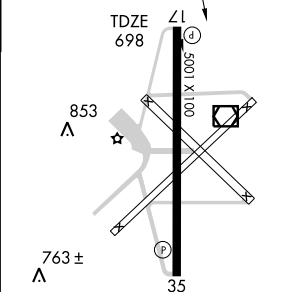
AWOS-3  
**124.175**

FORT WORTH CENTER  
**124.75 377.1**

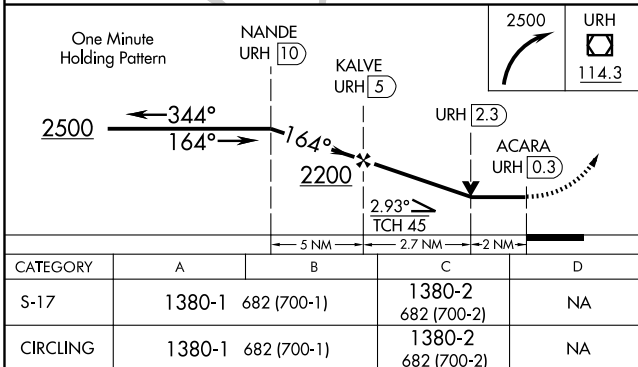
UNICOM  
**122.8 (CTAF) 0**



ELEV 698



REIL Rwy 17 and 35  
MIRL Rwy 17-35 0



VOR/DME URH <b>114.3</b> Chan <b>90</b>	APP CRS <b>004°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>695</b> <b>698</b>
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# VOR/DME RWY 35

DURANT/ EAKER FIELD (DUA)

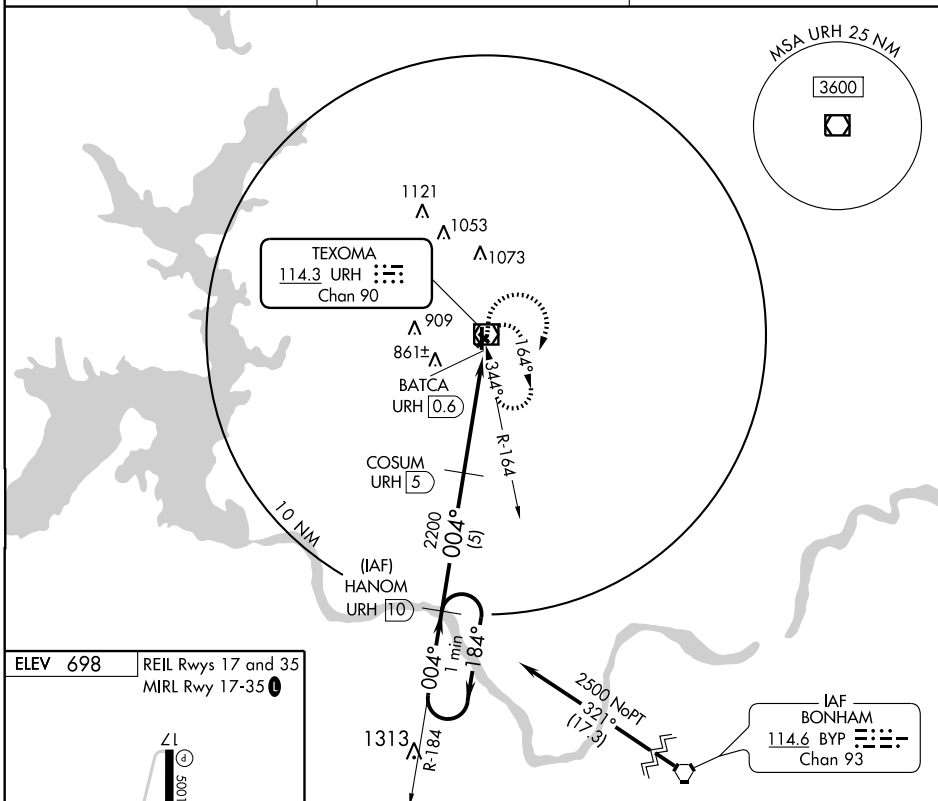
**V** If local altimeter setting not received, use Ardmore  
**NA** Muni altimeter setting and increase all MDAs 100 feet.  
 VDP NA when using Ardmore Muni altimeter setting.

MISSED APPROACH: Climb to 2500 in URH VOR/DME holding pattern.

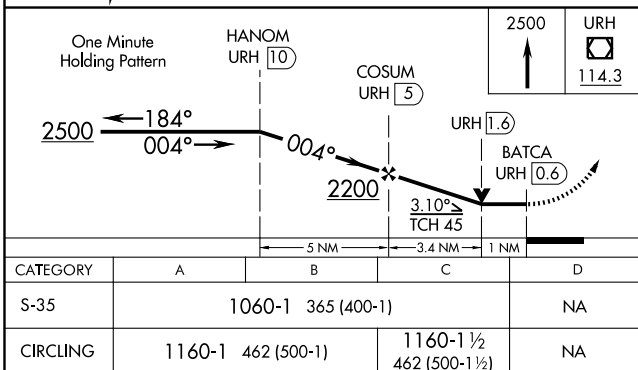
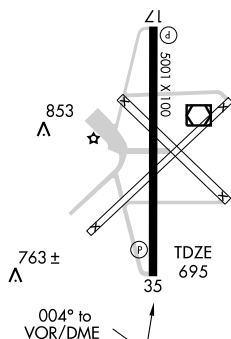
AWOS-3  
**124.175**

FORT WORTH CENTER  
**124.75 377.1**

UNICOM  
**122.8 (CTAF) 0**



ELEV 698 REIL Rwy 17 and 35  
MIRL Rwy 17-35 0



## EL RENO

**EL RENO** (99F) 2 SW UTC-6(-5DT) N35°31.00' W97°58.77'

1395 NOTAM FILE MLC

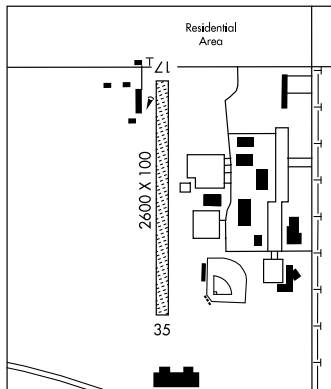
**RWY 17-35:** 2600X100 (TURF)

**RWY 17:** Trees. Rgt tfc. **RWY 35:** Pole.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±. E/W Twy marked with orange 'L' shaped markers, do not land on twy.

**COMMUNICATIONS:** CTAF 122.9

DALLAS-FT. WORTH



**EL RENO RGNL** (RQO) 4 SW UTC-6(-5DT) N35°28.36' W98°00.35'

1420 B S4 **FUEL** 100LL, JET A TPA-2220(800) NOTAM FILE RQO

**RWY 17-35:** H5600X75 (CONC-GRVD) S-12 MIRL

**RWY 17:** REIL. PAPI(P4L)—GA 2.0° TCH 34'. P-line.

**RWY 35:** REIL. PAPI(P4L)—GA 2.0° TCH 34'. Road. Rgt tfc.

**RWY 18-36:** 4630X190 (TURF)

**RWY 18:** Road. Rgt tfc. **RWY 36:** P-line.

**AIRPORT REMARKS:** Attended 1400-0000Z±. 24 hr. automated credit card system. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (405) 262-0087.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **OKC CITY APP/DEP CON** 124.6

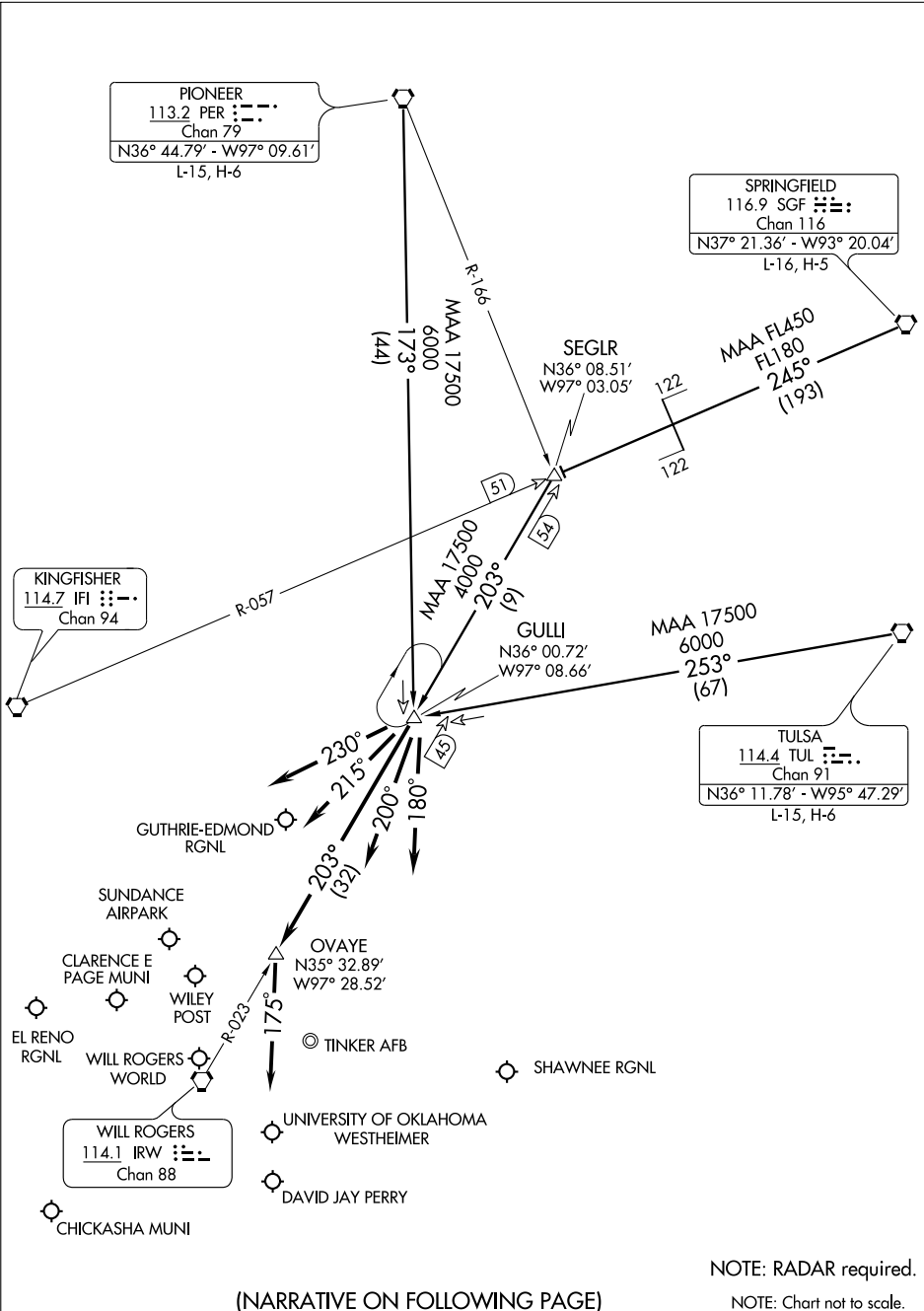
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 282° 20.6 NM to fld. 1230/7E. HIWAS.

DALLAS-FT. WORTH

H-6H, L-15D

IAP



NOTE: RADAR required.  
NOTE: Chart not to scale.

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

APP CRS	Rwy Idg	<b>5600</b>
<b>173°</b>	TDZE	<b>1415</b>
	Apt Elev	<b>1418</b>

**RNAV (GPS) RWY 17**

EL RENO RGNL (RQO)

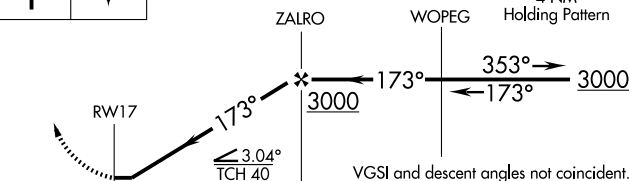
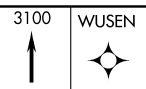
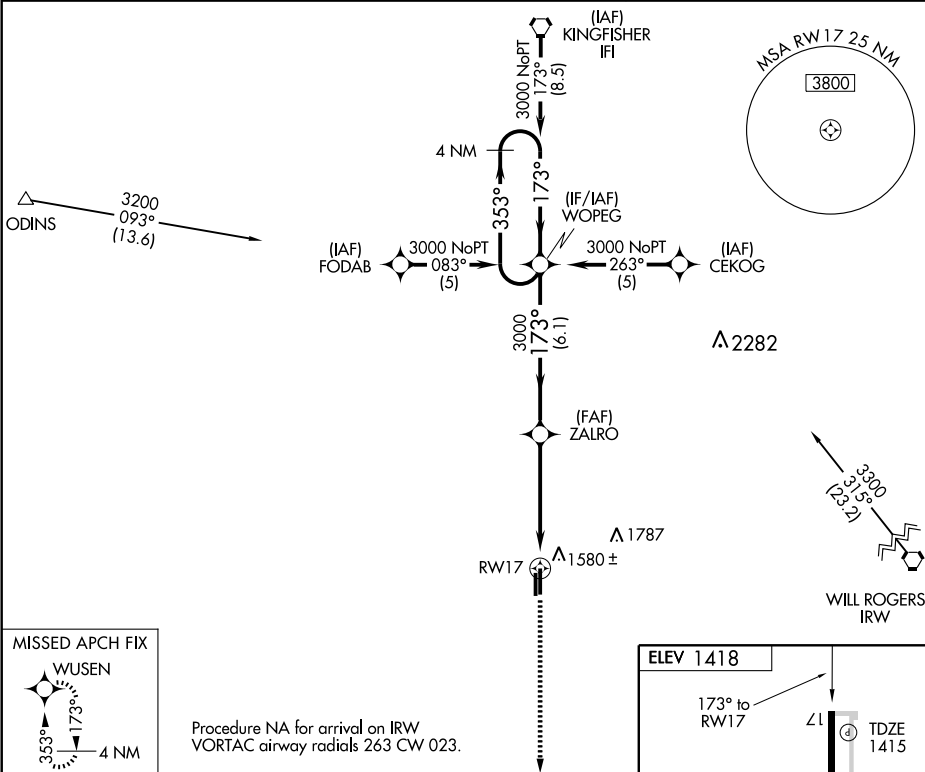
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 3100 direct WUSEN and hold.

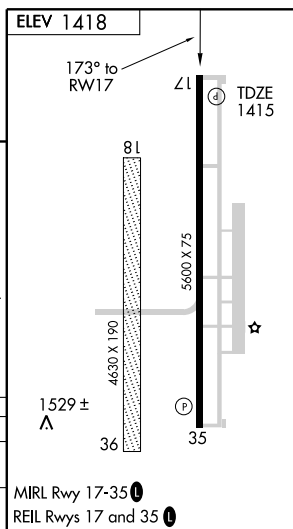
AWOS-3  
**118.475**

OKE CITY APP CON  
**124.6 266.8**

UNICOM  
**122.8 (CTAF)** **0**



CATEGORY	A	B	C	D
LNAV MDA	1880-1	465 (500-1)	1880-1¼ 465 (500-1¼)	NA
CIRCLING	1940-1	522 (600-1)	1940-1½ 522 (600-1½)	NA





APP CRS **353°**  
 Rwy Idg **5600**  
 TDZE **1418**  
 Apt Elev **1418**

# RNAV (GPS) RWY 35

EL RENO RGNL (RQO)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct  
 WOPEG and hold.

AWOS-3  
**118.475**

OKE CITY APP CON  
**124.6 266.8**

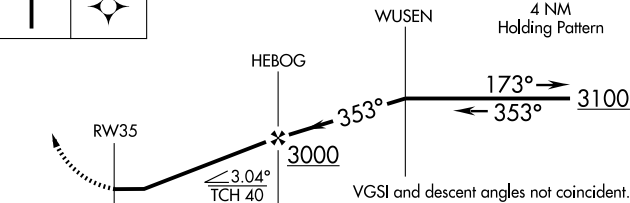
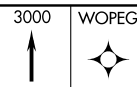
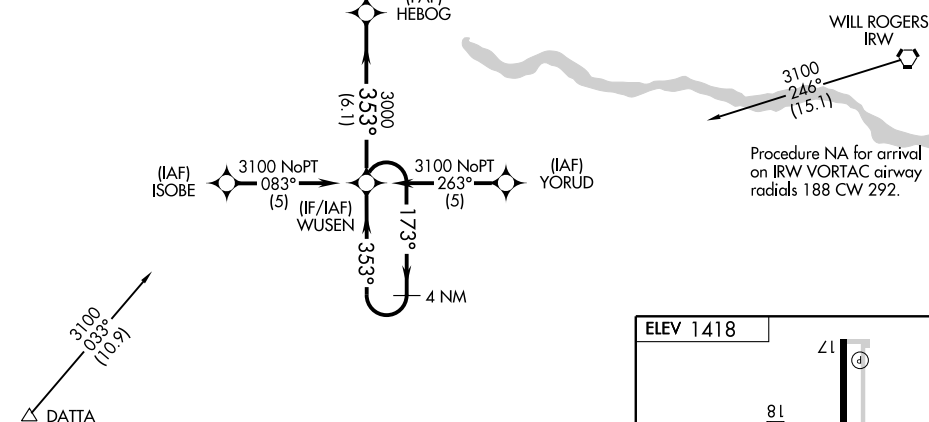
UNICOM  
**122.8 (CTAF) 0**

2077±  
 ▲

MISSED APCH FIX

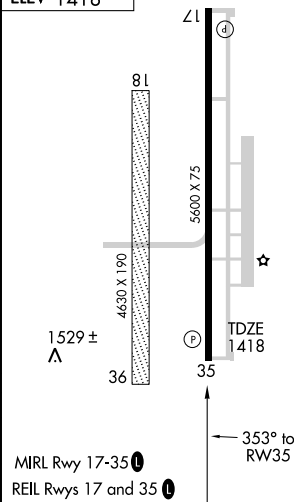


WOPEG



CATEGORY	A	B	C	D
RNAV MDA	1820-1	402 (500-1)	1820-1¼ 402 (500-1¼)	NA
CIRCLING	1940-1	522 (600-1)	1940-1½ 522 (600-1½)	NA

ELEV 1418



MIRL Rwy 17-35 0

REIL Rwy 17 and 35 0

VORTAC IFI <b>114.7</b> Chan <b>94</b>	APP CRS <b>351°</b>	Rwy Idg <b>5600</b> TDZE <b>1418</b> Apt Elev <b>1418</b>
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VOR/DME RWY 35  
EL RENO RGNL (RQO)

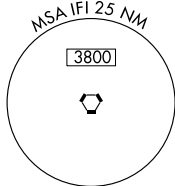
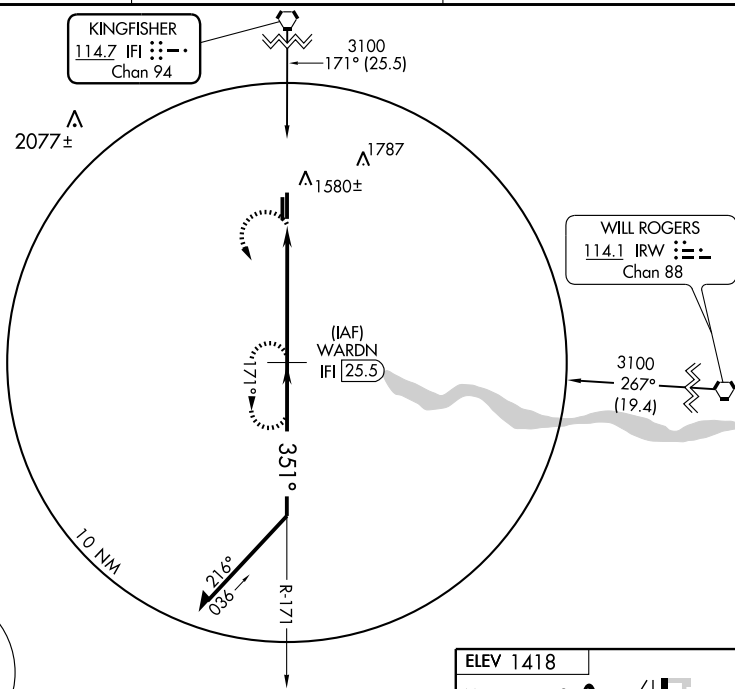
**T** Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and visibilities Cat C  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climbing left turn to 3100 via IFI VORTAC R-171 to WARDN/25.5 DME and hold.

AWOS-3  
118.475

OKE CITY APP CON  
124.6 266.8

UNICOM  
122.8 (CTAF) **L**



Remain within 10 NM

3100

171°

351°

3100

WARDN IFI 25.5

3100

300°

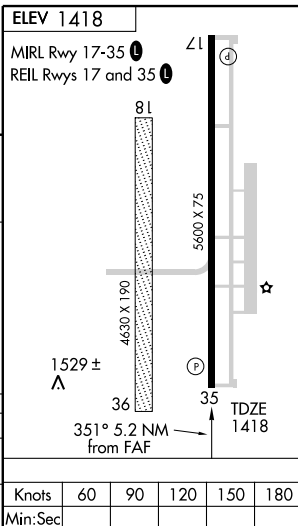
TCH 40

IFI 20.3

VGS and descent angles not coincident.

3100	WARDN
IFI R-171	IFI 25.5

CATEGORY	A	B	C	D
S-35	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA
CIRCLING	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA



## DURANT

**EAKER FLD** (DUA) 3 SW UTC-6(-5DT) N33°56.54' W96°23.67'

699 B S4 FUEL 100LL, JET A TPA—See remarks. NOTAM FILE DUA

RWY 17-35: H5001X100 (ASPH) S-35, D-50 MIRL (NSTD)

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 49'. Trees.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun 1500-2300Z†. 100LL avbl 24 hrs with automated credit card system. For fuel after hrs call 580-230-1188. PAEW adjacent Rwy 17-35. Large flocks of birds invof arpt. 372' tower 2.5 miles north of arpt. Extensive student training invof arpt and over Lake Texoma. Rwy 17 REIL OTS indef. PAPI Rwy 35 OTS indef. Rwy 17-35 NSTD MIRL. MIRL located 37' from rwy edges. TPA for light aircraft 1701(1002) and for large aircraft 2201(1502). ACTIVATE MIRL Rwy 17-35—CTAF.

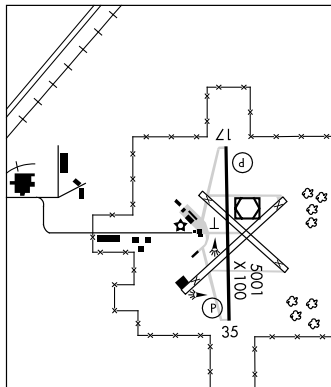
**WEATHER DATA SOURCES:** AWOS-3 124.175 (580) 931-3790.**COMMUNICATIONS:** CTAF/UNICOM 122.8**(R) FORT WORTH CENTER APP/DEP CON** 124.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE DUA.

**TEXOMA (L) VORW/DME** 114.3 URH Chan 90 N33°56.65' W96°23.51' at fld. 681/5E.

DALLAS-FT. WORTH

H-6H, L-15C

IAP

**EAKER FLD** (See DURANT)**ELK CITY RGNL BUSINESS** (ELK) 1 NE UTC-6(-5DT) N35°25.85' W99°23.66'

2013 B S4 FUEL 100LL, JET A TPA—3013(1000) NOTAM FILE MLC

RWY 17-35: H5399X75 (CONC) S-30 MIRL 0.5% up N

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 19'.

RWY 35: PAPI(P2L)—GA 3.5° TCH 19'. Pole.

**AIRPORT REMARKS:** Attended Mon-Sat 1430-2330Z†, Sun 1600-2300Z†. Ultralight activity on and invof of airport. Ditch located off the NW side of parallel twy. Arpt bcn OTS indef. ACTIVATE MIRL Rwy 17-35 and REIL Rwy 17—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

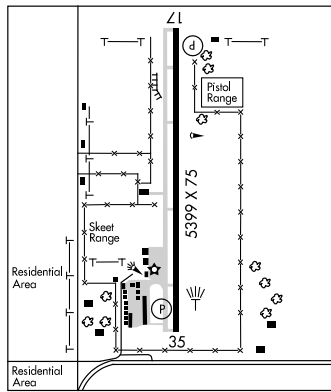
**WEATHER DATA SOURCES:** AWOS-3 118.225 (580) 303-9147.**COMMUNICATIONS:** CTAF/UNICOM 122.8**FORT WORTH CENTER APP/DEP CON** 128.4.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**SAYRE (L) VORTAC** 115.2 SYO Chan 99 N35°20.71' W99°38.12' 057° 12.9 NM to fld. 1990/10E.

DALLAS-FT. WORTH

H-6H, L-15C

IAP



WAAS CH <b>82408</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg TDZE Apt Elev	<b>5399</b> <b>2013</b> <b>2013</b>
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# RNAV (GPS) RWY 17

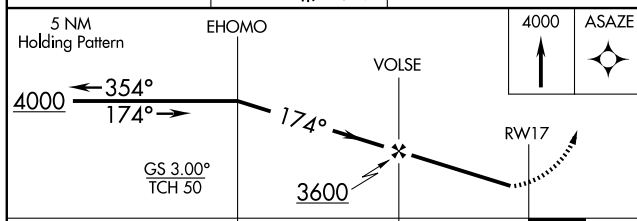
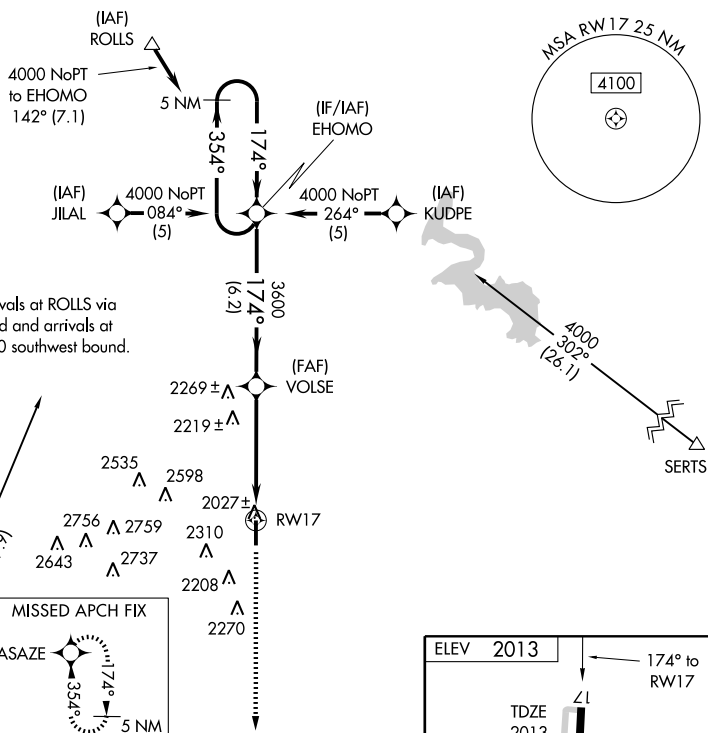
ELK CITY RGNL BUSINESS (ELK)

<p><b>NA</b> Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.</p>	<p><b>MISSED APPROACH:</b> Climb to 4000 direct ASAZE and hold.</p>
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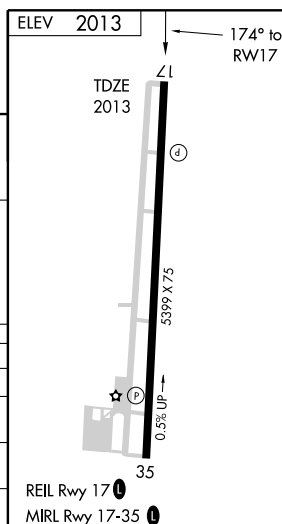
AWOS-3  
**118.225**

FORT WORTH CENTER  
**128.4 269.375**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	2263-1	250 (300-1)		NA
LNAV/VNAV LDA	2361-1¼	348 (400-1¼)		NA
LNAV MDA	2480-1	467 (500-1)	2480-1¼ 467 (500-1¼)	NA
CIRCLING	2520-1	507 (600-1)	2520-1½ 507 (600-1½)	NA



WAAS CH <b>53508</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg TDZE Apt Elev	<b>5399</b> <b>1984</b> <b>2013</b>
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**RNAV (GPS) RWY 35**

ELK CITY RGNL BUSINESS (ELK)

**NA** Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

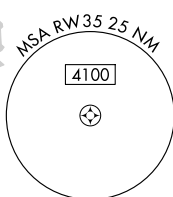
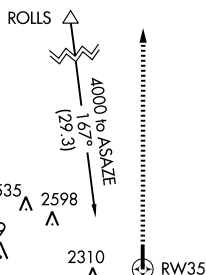
**MISSED APPROACH:** Climb to 4000 direct EHOMO and hold.

AWOS-3  
**118.225**

FORT WORTH CENTER  
**128.4 269.375**

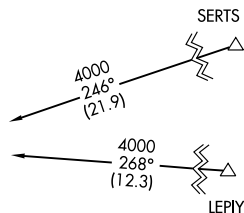
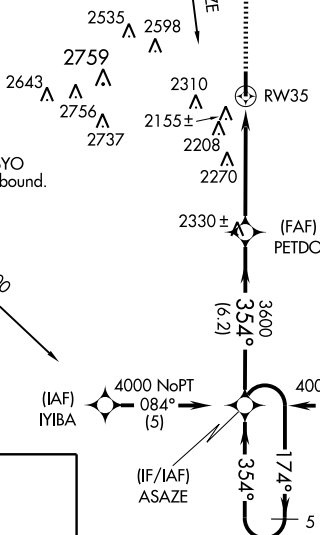
UNICOM  
**122.8 (CTAF) 0**

**MISSED APCH FIX**



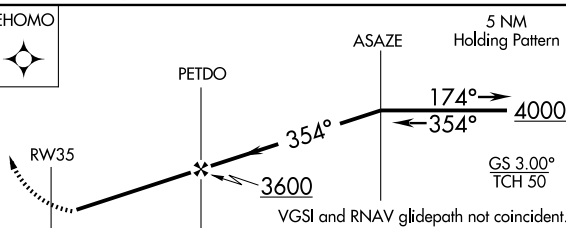
Procedure NA for arrivals at SYO VORTAC via V140 southwest bound.

SAYRE  
SYO



ELEV 2013

REIL Rwy 17 **0**  
MIRL Rwy 17-35 **0**



CATEGORY	A	B	C	D
LPV DA	2234-1	250 (300-1)		NA
LNAV/VNAV DA	2510-2	526 (500-2)		NA
LNAV MDA	2580-1	596 (600-1)	2580-1½ 596 (600-1½)	NA
CIRCLING	2580-1	567 (600-1)	2580-1½ 567 (600-1½)	NA

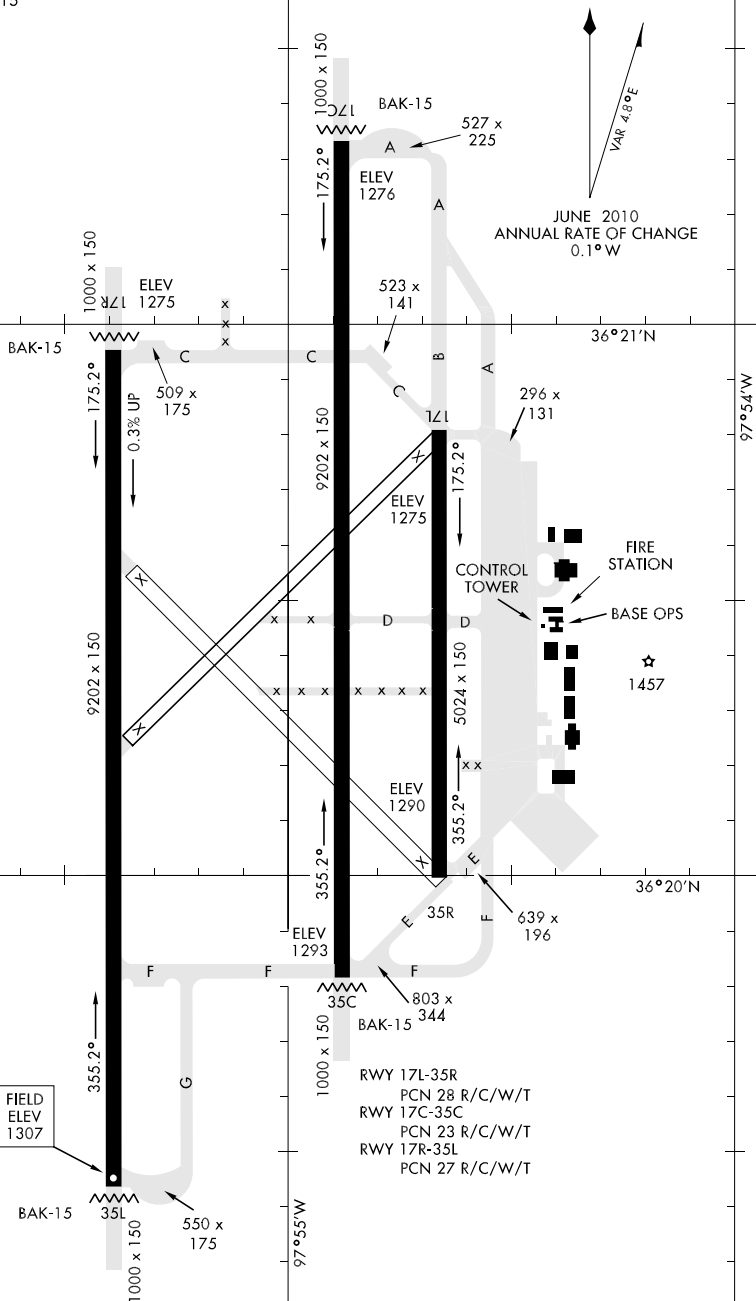
## AIRPORT DIAGRAM

[USAF] AFD-135

VANCE AFB (KEND)

ENID, OKLAHOMA

ATIS 115.4 263.15  
 VANCE TOWER ★  
 124.05 259.1  
 GND CON  
 121.8 289.4  
 CLNC DEL  
 225.4



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

ENID, OKLAHOMA

VANCE AFB (KEND)

**VANCE AFB** (END)(KEND) AF 3 S UTC-6(-5DT) N36°20.37' W97°55.04'

WICHITA

1307 B NOTAM FILE MLC Not insp.

H-6H, L-15D

RWY 17R-35L: H9202X150 (PEM) PCN 27 R/C/W/T HIRL

DIAP, AD

RWY 17R: SALS. PAPI(P4L). RWY 35L: SALS. PAPI(P4L).

RWY 17C-35C: H9202X150 (PEM-GRVD) PCN 23 R/C/W/T HIRL

RWY 17C: SALS. PAPI(P4L). RWY 35C: SALS. PAPI(P4L).

RWY 17L-35R: H5024X150 (CONC-GRVD) PCN 28 R/C/W/T MIRL

RWY 17L: REIL.

#### ARRESTING GEAR/SYSTEMS

RWY 17R BAK-15 CHAG (152' OVRN)

BAK-15 CHAG (149' OVRN) RWY 35L

RWY 17C BAK 15 CHAG (154' OVRN)

BAK-15 CHAG (147' OVRN) RWY 35C

**MILITARY SERVICE:** LGT PAPI located both sides apch end Rwy 17C-17R-35C-35L. **A-GEAR** BAK-15 is in low position unless req by pilot to be raised. BAK-15 is 24' high when raised. Pilot should confirm with twr that barrier is low prior to opposite direction apch. **JASU** 8(A/M32A-86) 10

(AM32-95) **FUEL** J8, 8+, 100 **FLUID** SP PRESAIR LPOX LOX **OIL** O-148-156 SOAP **TRAN ALERT** No fleet svc avbl.

**MILITARY REMARKS:** Opr (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM. Apch lighting system Rwy 17-C 35C NSTD (SALS) installed on precision runway. First 3350' Rwy 17C and first 1000' Rwy 35C is grooved concrete, middle 4950' is grooved asphalt. Rwy 17L-35R middle 2000' is grooved. First 1300' Rwy 17R and first 3900' Rwy 35L is concrete, middle 4000' is asphalt. **RSTD** During student training tran acft limited to one full stop ldg. Overhead apch to Rwy 17C-35C not authorized for tran acft during student training opr. During VMC, dep acft must remain blo 2300' until past dep end to ensure separation from VFR overhead tfc pattern unless otherwise cleared by ATC. PPR, ctc base OPS. Only T1, T6, and T38 acft will use Twy F, east of Rwy 17C-35C when Rwy 17L-35R is in use. All other acft must use Twy A, C, or E. **CAUTION:** BAK-15 barrier lays across the apch ends of Rwy 17C-35C and Rwy 17R-35L underruns. Barriers not connected to energy absorber (chains) at apch end of active rwy. Portion parallel twy, to include Rwy 17L-35R apch end hot brake area not visible from twr. Some obstruction lgts on afld are non-standard and only visible to 3 miles. Acft sunshades 735' east of Rwy 17L-35R. **MISC** Base OPS DSN 448-7425, C580-213-7425. Acft carrying distinguished visitor code 7 or higher ctc Vance OPS 20 min prior to ETA. Wx observation ltd all quadrant due bldg, hangar shelters and acft obstruct view. All end of rwy not visible from observation point. When fog and/or low clouds present over apch end of Rwy 17-35 condition report from the observation point may not be representative.

**COMMUNICATIONS:** SFA 392.1 **ATIS** 115.4 263.15 (1 May-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-30 Apr) Mon-Fri 1300-0100Z†, Sun 2000-0000Z†, clsd Sat and federal holidays **PTD** 372.2

- Ⓡ **APP CON** 120.525 306.3 (165°-003° 10000' to FL 240, 323°-165° FL 230 to FL 240) 118.075 273.475 (330°-033° to 19 DME at or blo FL 220) 121.3 291.1 (033°-165° at or blo 6500') 125.45 388.2 (7000' to FL 220) 126.75 346.325 (205°-323° to 18 DME at or blo FL 240) 119.775 244.875 (165°-003° within 18 DME at or blo 9500') (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM. Frequencies 126.75 and 346.325 unreliable byd 60 NM from rwy end.

- Ⓡ **KANSAS CITY CENTER APP CON** 127.8 319.1 369.2 (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hr Sat and Federal holidays.

**TOWER** 124.05 259.1 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM. **GND CON** 121.8 289.4 **CLNC DEL** 225.4

- Ⓡ **DEP CON** 120.525 306.3 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

- Ⓡ **KANSAS CITY CENTER DEP CON** 127.8 319.1 369.2 (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-1300Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

**PMSV METRO** 342.55 (PMSV METRO Full svc during published or NOTAMed afld hrs, other times ctc 225 OWS DSN 781-4775 C318-456-4775/3024.

**AIRSPACE:** Class D svc (1 May-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-30 Apr) Mon-Fri 1300-0100Z†, Sun 2000-0000Z†, clsd Sat and federal holidays, other times Class E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

(H) **VORTAC** 115.4 END Chan 101 N36°20.70' W97°55.10' at fld. 1276/5E. Monitored during published opr hr only. VOR portion unusable 174°-194° byd 20 NM blo 3,500'. MP Thu 0900-1100Z†, Sat 1500-1900Z†.

**WOODRING (T) VORW/DME** 109.0 ODG Chan 27 N36°22.43' W97°47.29' 244° 6.6 NM to fld. 1149/8E. NOTAM FILE WDG.

**ILS** 108.9 I-LVC Rwy 17C. Monitored during published opr hr only. No NOTAM MP Tue and Wed 1100-1230Z†.

**ILS** 110.1 I-END Rwy 35C. Monitored during published opr hr only. No NOTAM MP Sat 1500-1900Z†.

## ANTHONY-TWO DEPARTURE (ANY 2•ANY)

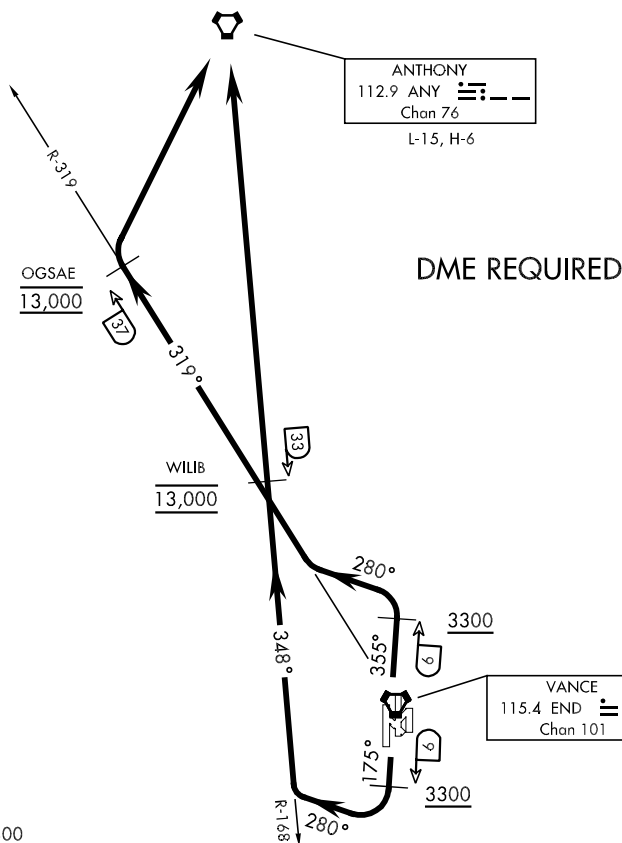
SL-135 [USAF]

ENID, OKLAHOMA

ATIS ★ 115.4 263.15  
 CLNC DEL  
 225.4  
 GND CON  
 121.8 289.4  
 VANCE TOWER ★  
 124.05 259.1  
 VANCE DEP CON  
 120.525 306.3  
 KANSAS CITY CENTER  
 127.8 319.1

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 13,000



EMERG SAFE ALT 100 NM 4800

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 17C/R:** Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 280°. Intercept ANY VORTAC R-168 to ANY. Cross WILIB (ANY R-168/33 DME) at 13,000.

**TAKE-OFF RWY 35C/L:** Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 280°. Intercept END R-319 to OGSAE (END R-319/37 DME), then direct ANY VORTAC. Cross OGSAE at 13,000.



ENID, OKLAHOMA

ILS or LOC/DME Y RWY 17C

LOC I-LVC <b>108.9</b>	APCH CRS <b>175°</b>	Rwy Idg THRE Arpt Elev <b>9202</b> <b>1276</b> <b>1307</b>
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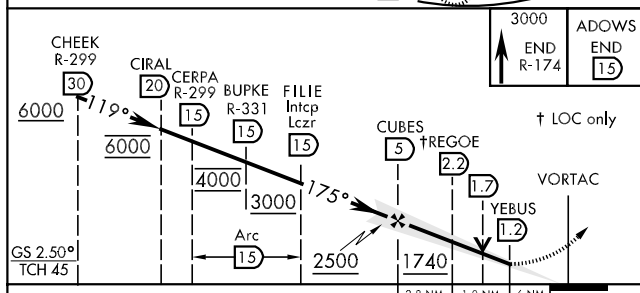
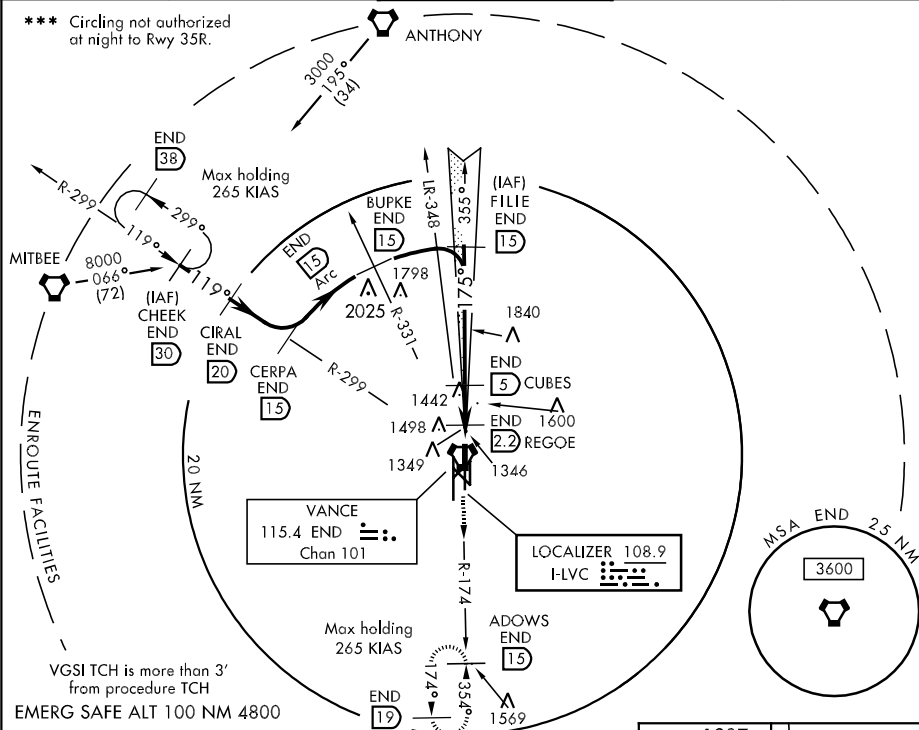
AL-135 [USAF]

VANCE AFB (KEND)

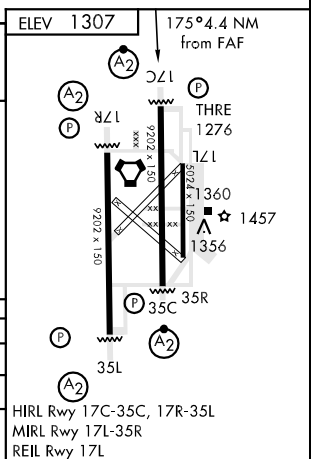
<p>✱ When ALS inop, increase CAT ABCDE RVR to 40 and vis to <math>\frac{3}{4}</math> mile.</p> <p>✱✱ When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.</p>	<p>SALSF</p> <p>A2</p>	<p>MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.</p>
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<p>ATIS ✱</p> <p><b>115.4 263.15</b></p>	<p>VANCE APP CON</p> <p><b>E125.45 388.2</b> <b>W126.75 346.325</b></p>	<p>VANCE TOWER ✱</p> <p><b>124.05 259.1</b></p>	<p>GND CON</p> <p><b>121.8 289.4</b></p>	<p>CLNC DEL</p> <p><b>225.4</b></p>
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\*\*\* Circling not authorized  
at night to Rwy 35R.



CATEGORY	A	B	C	D	E
S-ILS 17C ✱		1476/26	200 (200- $\frac{1}{2}$ )		
S-LOC 17C ✱✱		1620/40	344 (400- $\frac{3}{4}$ )		
CIRCLING ***	1760-1 453 (500-1)		1760-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$ )	1860-2 553 (600-2)	2300-3 993 (1000-3)



ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 2 10182

ILS or LOC/DME Y RWY 17C

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-END <b>110.1</b>	APCH CRS <b>355°</b>	Rwy Idg <b>9202</b> THRE <b>1293</b> Arpt Elev <b>1307</b>	AL-135 [USAF]	VANCE AFB (KEND)
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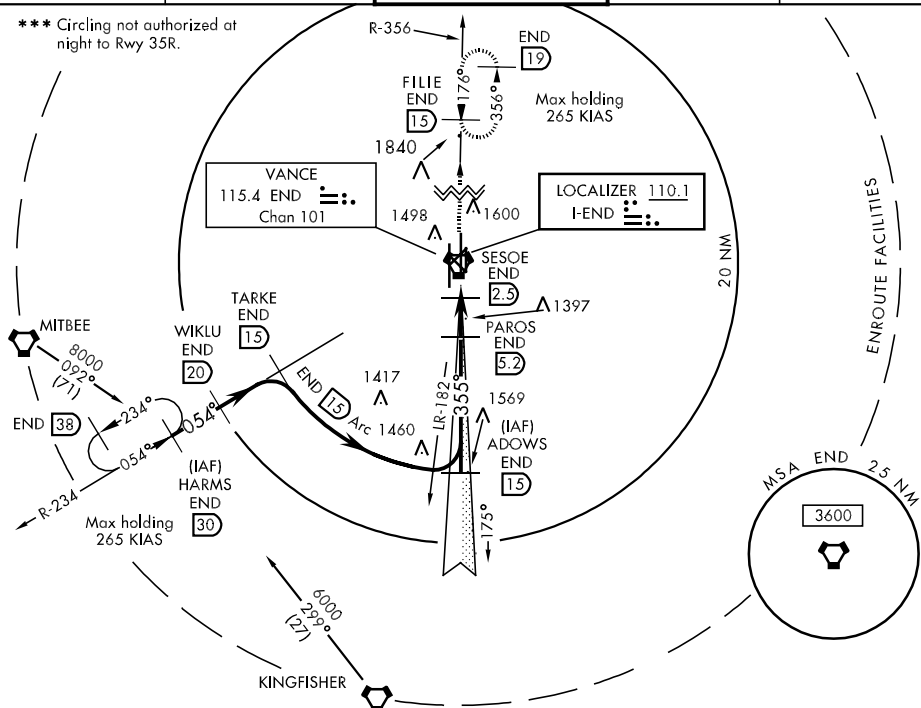
**T** \* When ALS inop, increase CAT ABCDE RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,  
 CAT CDE RVR to 45 and vis to  $\frac{7}{8}$  mile.

SALSF

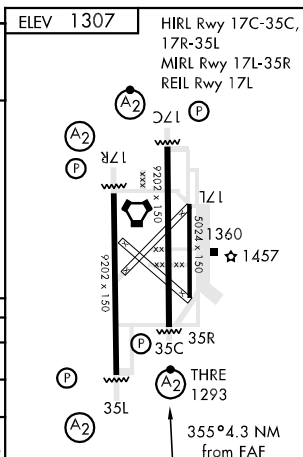
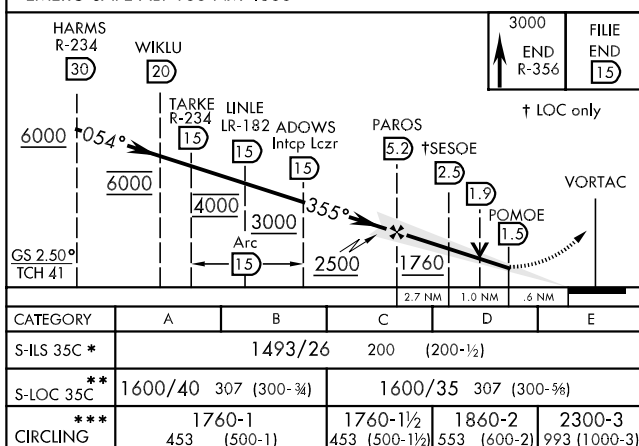
MISSED APPROACH: Climb to 3000 intercept  
END VORTAC R-356 to FILIE and hold.

ATIS ★ 115.4 263.15	VANCE APP CON E125.45 388.2 W126.75 346.325	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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\*\*\* Circling not authorized at night to Rwy 35R.



EMERG SAFE ALT 100 NM 4800



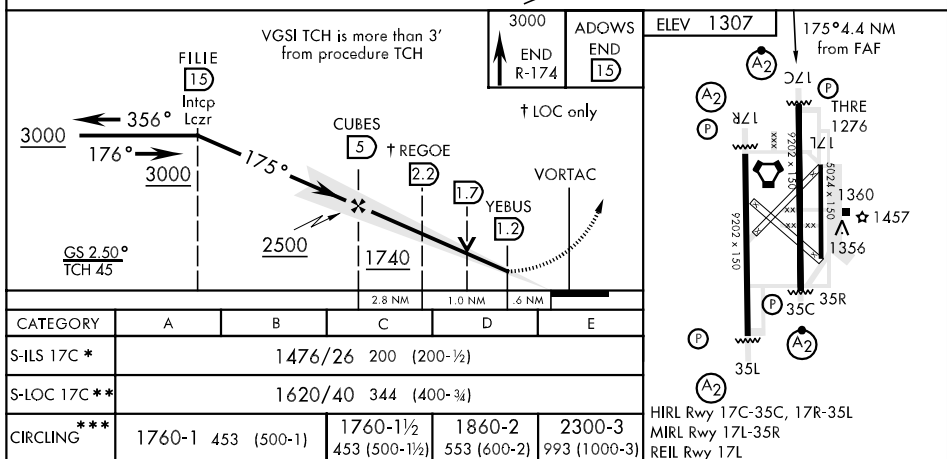
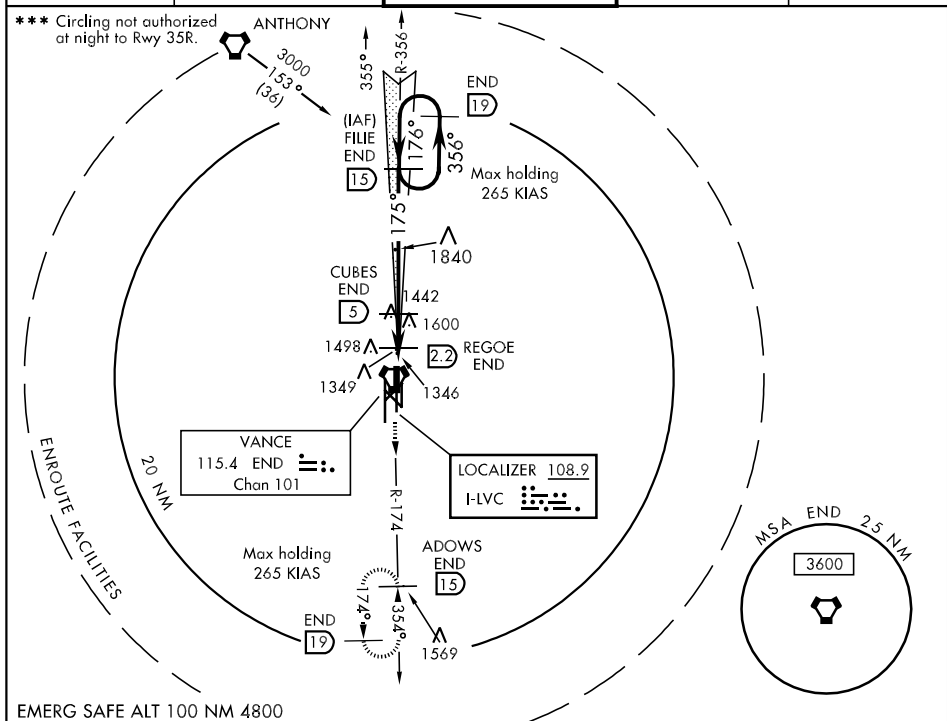
LOC I-LVC <b>108.9</b>	APCH CRS <b>175°</b>	Rwy Idg <b>9202</b> THRE <b>1276</b> Arpt Elev <b>1307</b>
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AL-135 [USAF]

VANCE AFB (KEND)

<b>V</b> * When ALS inop, increase CAT ABCDE RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.	<b>SALSF</b> <b>A2</b>	<b>MISSED APPROACH:</b> Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.
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<b>ATIS *</b> <b>115.4 263.15</b>	<b>VANCE APP CON</b> <b>E125.45 388.2</b> <b>W126.75 346.325</b>	<b>VANCE TOWER *</b> <b>124.05 259.1</b>	<b>GND CON</b> <b>121.8 289.4</b>	<b>CLNC DEL</b> <b>225.4</b>
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LOC I-END <b>110.1</b>	APCH CRS <b>355°</b>	Rwy Idg <b>9202</b> THRE <b>1293</b> Arpt Elev <b>1307</b>
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AL-135 [USAF]

VANCE AFB (KEND)

▼ \* When ALS inop, increase CAT ABCDE RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,  
 CAT CDE RVR to 45 and vis to  $\frac{7}{8}$  mile.

 SALSF  
 (A2)

 MISSED APPROACH: Climb to 3000, intercept  
 END VORTAC R-356 to FILIE and hold.

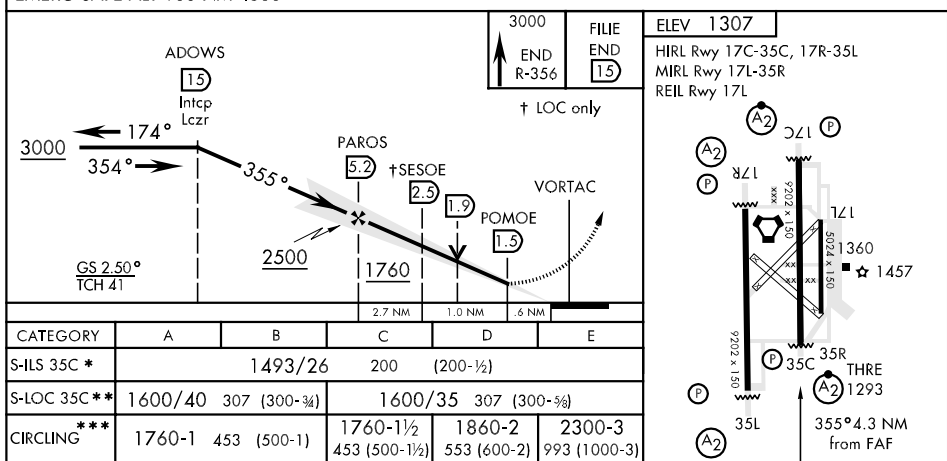
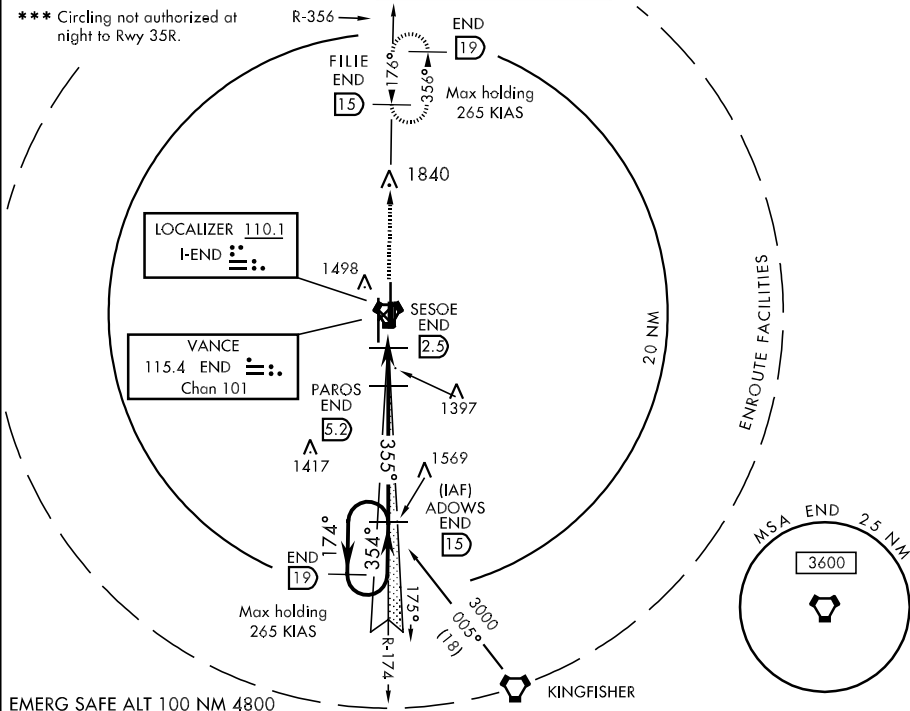
 ATIS ★  
**115.4 263.15**

 VANCE APP CON  
**E125.45 388.2**  
**W126.75 346.325**

 VANCE TOWER ★  
**124.05 259.1**

 GND CON  
**121.8 289.4**

 CLNC DEL  
**225.4**

 \*\*\* Circling not authorized at  
 night to Rwy 35R.


## JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

SL-135 [USAF]

ENID, OKLAHOMA

ATIS ★ 115.4 263.15

CLNC DEL

225.4

GND CON

121.8 289.4

VANCE TOWER ★

124.05 259.1

VANCE DEP CON

120.525 306.3

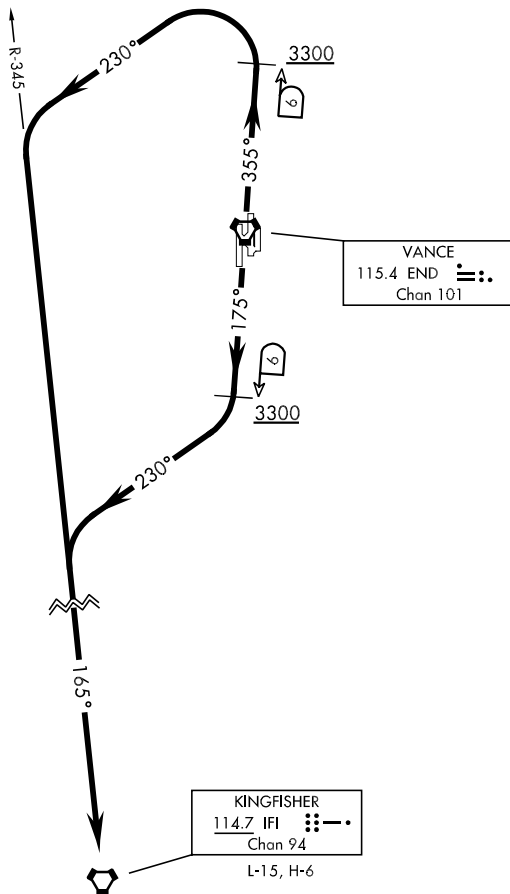
FORT WORTH CENTER

128.4 290.2

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 3300

DME REQUIRED



EMERG SAFE ALT 100 NM 4800

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

ENID, OKLAHOMA  
VANCE AFB (KEND)

APCH CRS <b>314°</b>	Rwy Idg TDZE Arpt Elev <b>1307</b>	<b>NA</b>
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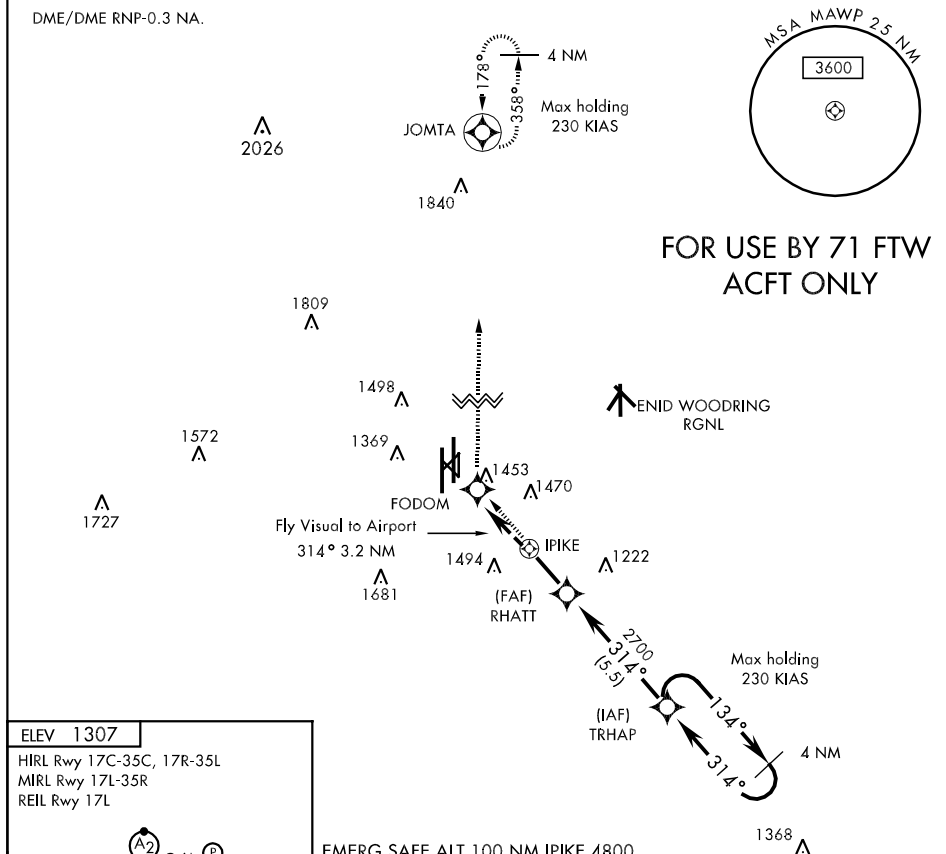
AL-135 [USAF]

VANCE AFB (KEND)

<b>▼</b> * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. * Circling not authorized at night to Rwy 35R.	<b>MISSED APPROACH:</b> Climb direct FODOM then climbing right turn to 4000 via 358° course to JOMTA and hold.
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<b>ATIS ★</b> <b>115.4 263.15</b>	<b>VANCE APP CON</b> <b>E125.45 388.2</b> <b>W126.75 346.325</b>	<b>VANCE TOWER ★</b> <b>124.05 259.1</b>	<b>GND CON</b> <b>121.8 289.4</b>	<b>CLNC DEL</b> <b>225.4</b>
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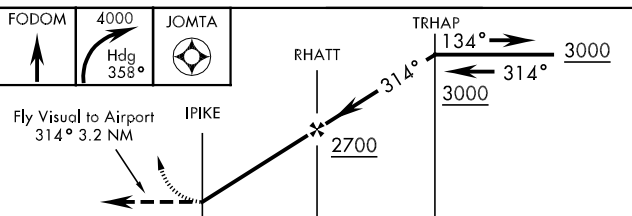
DME/DME RNP-0.3 NA.



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L  
 MIRL Rwy 17L-35R  
 REIL Rwy 17L

EMERG SAFE ALT 100 NM IPIKE 4800



CATEGORY	A	B	C	D	E
CIRCLING *	1760-4	453 (500-4)	NOT AUTHORIZED		



APCH CRS <b>175°</b>	Rwy Idg THRE <b>1276</b> Arpt Elev <b>1307</b>
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AL-135 [USAF]

VANCE AFB (KEND)

▼ \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,  
CAT CDE RVR to 60 and vis to 1½ miles.  
\*\* Circling not authorized at night to RWY 35R.



MISSED APPROACH: Climb to  
3000 direct ADOWS and hold.

ATIS ★  
**115.4 263.15**

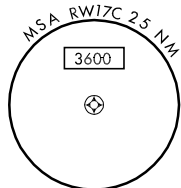
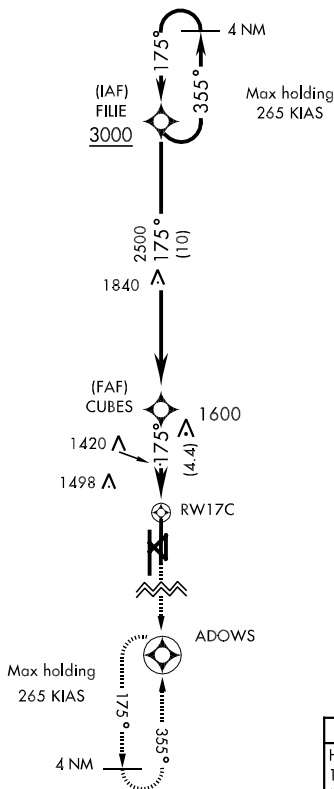
VANCE APP CON  
**E125.45 388.2**  
**W126.75 346.325**

VANCE TOWER ★  
**124.05 259.1**

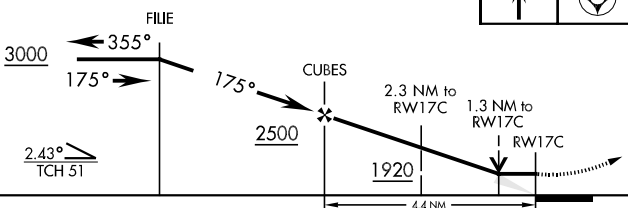
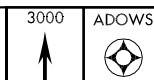
GND CON  
**121.8 289.4**

CLNC DEL  
**225.4**

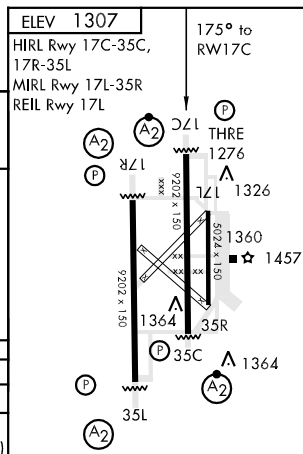
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM  
4800 FROM RW17C



CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40	404 (400-34)	1680/50	404 (400-1)	
CIRCLING **	1760-1	453 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)





APCH CRS <b>175°</b>	Rwy Idg THRE <b>1273</b>	<b>5024</b> Arpt Elev <b>1307</b>
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AL-135 [USAF]

VANCE AFB (KEND)



\* Circling not authorized at night to RWY 35R.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4300 via direct ERAYU and 157°  
track to JIDRO and hold.

ATIS ★  
**115.4 263.15**

VANCE APP CON  
**E125.45 388.2**  
**W126.75 346.325**

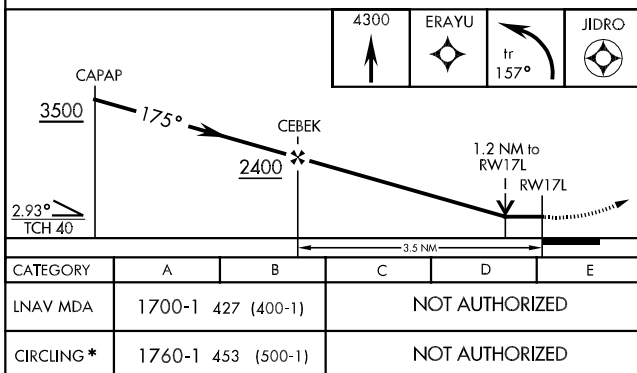
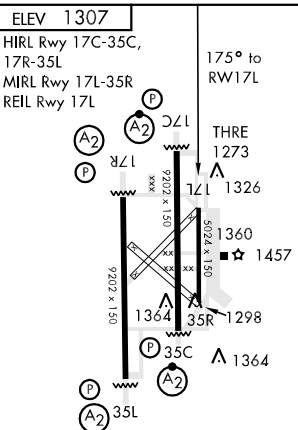
VANCE TOWER ★  
**124.05 259.1**

GND CON  
**121.8 289.4**

CLNC DEL  
**225.4**

**RADAR REQUIRED  
FOR USE BY 71FTW  
AIRCRAFT ONLY**

EMERG SAFE ALT 100 NM 4800 FROM RW17L



APCH CRS <b>175°</b>	Rwy Idg <b>9202</b> THRE <b>1275</b> Arpt Elev <b>1307</b>
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AL-135 [USAF]

VANCE AFB (KEND)

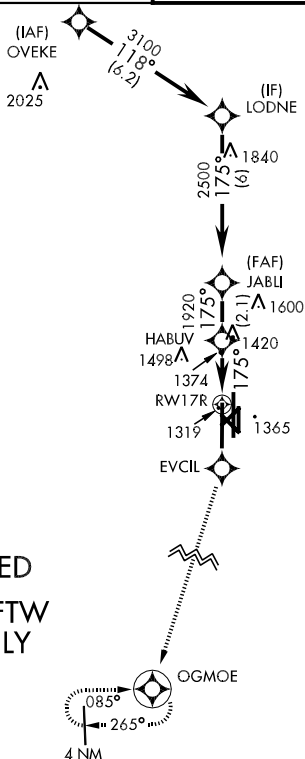
**T** \*When ALS inop, increase CAT AB vis to 1 mile,  
CAT CDE vis to 1½ miles.  
\*\*Circling not authorized at night to RWY 35R.



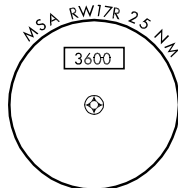
**MISSED APPROACH:** Climb to 4300 via direct EVCIL and 192° track to OGMOE and hold.

ATIS ★ 115.4 263.15	VANCE APP CON E125.45 388.2 W126.75 346.325	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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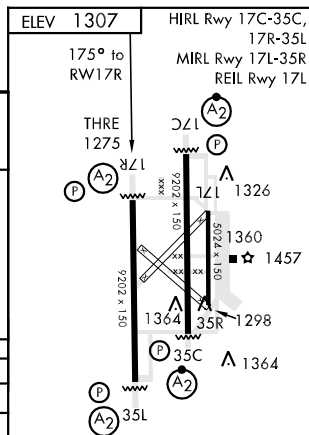
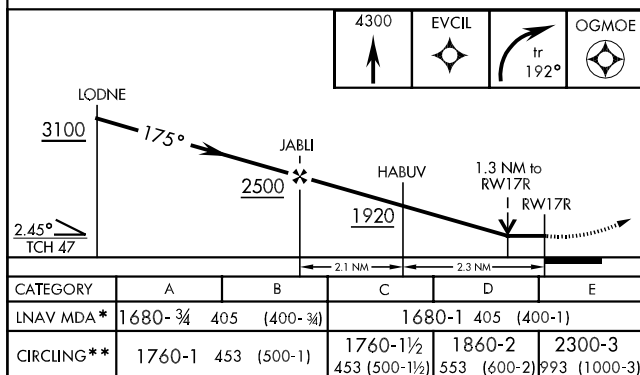
DME/DME RNP-0,3 NA.



RADAR REQUIRED  
FOR USE BY 71FTW  
AIRCRAFT ONLY



EMERG SAFE ALT 100 NM 4800 FROM RW17R



APCH CRS	Rwy Idg	<b>9202</b>
<b>355°</b>	THRE	<b>1293</b>
	Arpt Elev	<b>1307</b>

AL-135 [USAF]

VANCE AFB (KEND)

▼ \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.  
 \*\* Circling not authorized at night to RWY 35R.



MISSED APPROACH: Climb to 3000 direct FILE and hold.

ATIS ★  
**115.4 263.15**

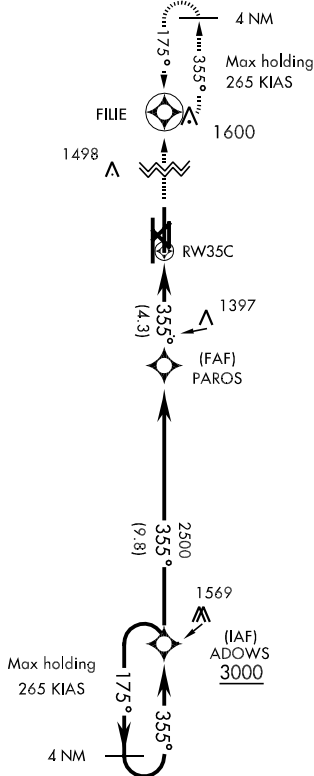
VANCE APP CON  
**E125.45 388.2**  
**W126.75 346.325**

VANCE TOWER ★  
**124.05 259.1**

GND CON  
**121.8 289.4**

CLNC DEL  
**225.4**

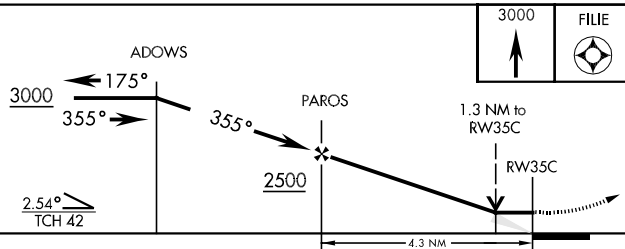
DME/DME RNP-0.3 NA.



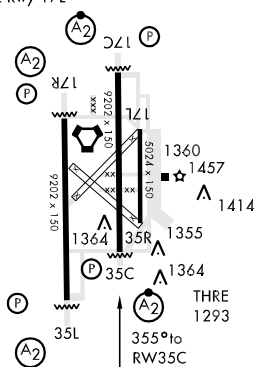
EMERG SAFE ALT 100 NM 4800 FROM RW35C

ELEV 1307

HIRL Rwy 17C-35C, 17R-35L  
 MIRL Rwy 17L-35R  
 REIL Rwy 17L



CATEGORY	A	B	C	D	E
LNAV MDA ★	1680/40 387 (400-¾)		1680/45 387 (400-¾)		
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)



APCH CRS <b>355°</b>	Rwy Idg THRE Arpt Elev	<b>9202</b> <b>1307</b> <b>1307</b>
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AL-135 [USAF]

VANCE AFB (KEND)

**▼** \* When ALS inop, increase CAT ABCDE vis to 1 mile.  
 \*\* Circling not authorized at night to RWY 35R.



MISSED APPROACH: Climb to 4300 via direct DUGRE and 333° track to OVEKE and hold.

ATIS ★  
**115.4 263.15**

VANCE APP CON  
**E125.45 388.2**  
**W126.75 346.325**

VANCE TOWER ★  
**124.05 259.1**

GND CON  
**121.8 289.4**

CLNC DEL  
**225.4**

DME/DME RNP-0.3 NA.

4 NM



1600

1498

DUGRE

1349

RW35L

1414

1397

(FAF)

GEDME

1538

2500

(IF)

HOGIS

(IAF)  
OGMOE

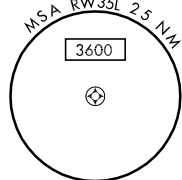
3000

045°

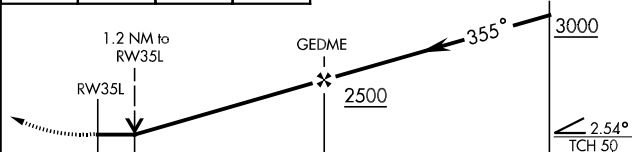
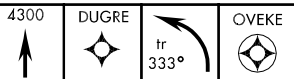
(4.9)

1460

**RADAR REQUIRED  
FOR USE BY 71FTW  
AIRCRAFT ONLY**

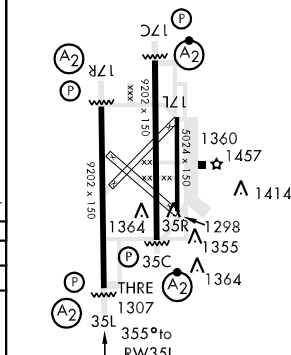


EMERG SAFE ALT 100 NM 4800 FROM RW35L



CATEGORY	A	B	C	D	E
LNAV MDA *	1680-3/4 373 (400-3/4)				
CIRCLING **	1760-1 453 (500-1)	1760-1 1/2 453 (500-1 1/2)	1860-2 553 (600-2)	2300-3 993 (1000-3)	

ELEV 1307  
HIRL Rwy 17C-35C, 17R-35L  
MIRL Rwy 17L-35R  
REIL Rwy 17L



APCH CRS <b>355°</b>	Rwy Idg TDZE Arpt Elev	<b>5024</b> <b>1284</b> <b>1307</b>
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AL-135 [USAF]

VANCE AFB (KEND)

**V** \* Circling not authorized at night to RWY 35R.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4300 direct IGUME and  
005° track to FINTU and hold.

ATIS ★  
**115.4 263.15**

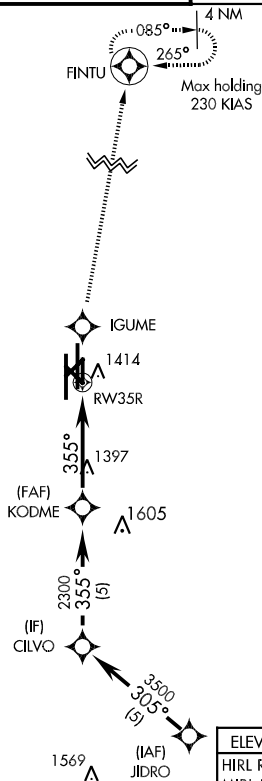
VANCE APP CON  
**E125.45 388.2**  
**W126.75 346.325**

VANCE TOWER ★  
**124.05 259.1**

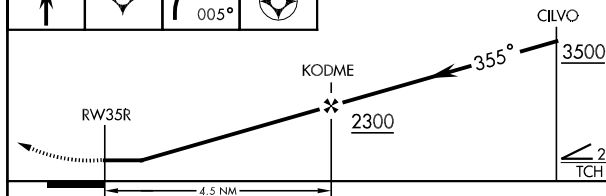
GND CON  
**121.8 289.4**

CLNC DEL  
**225.4**

**RADAR REQUIRED  
FOR USE BY 71FTW  
AIRCRAFT ONLY**

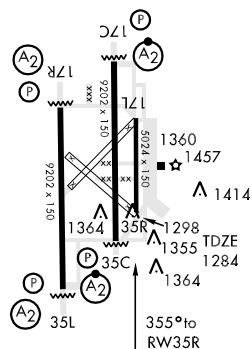


EMERG SAFE ALT 100 NM 4800 FROM RW35R



CATEGORY	A	B	C	D	E
LNAV MDA	1700-1	416 (400-1)	NOT AUTHORIZED		
CIRCLING*	1760-1	453 (500-1)	NOT AUTHORIZED		

ELEV 1307  
HIRL Rwy 17C-35C, 17R-35L  
MIRL Rwy 17L-35R  
REIL Rwy 17L



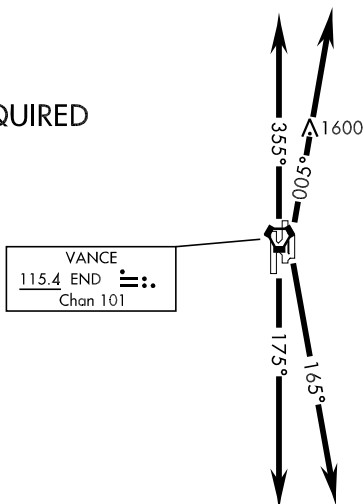
## VANCE ONE DEPARTURE

SL-135 [USAF]

ENID, OKLAHOMA

ATIS★ 115.4 263.15  
 CLNC DEL  
 225.4  
 GND CON  
 121.8 289.4  
 VANCE TOWER★  
 124.05 259.1  
 VANCE DEP CON  
 120.525 306.3

RADAR REQUIRED



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.

VANCE ONE DEPARTURE

 ENID, OKLAHOMA  
 VANCE AFB (KEND)

VORTAC END <b>115.4</b> Chan <b>101</b>	APCH CRS <b>314°</b>	Rwy Idg <b>NA</b> TDZE <b>NA</b> Arpt Elev <b>1307</b>
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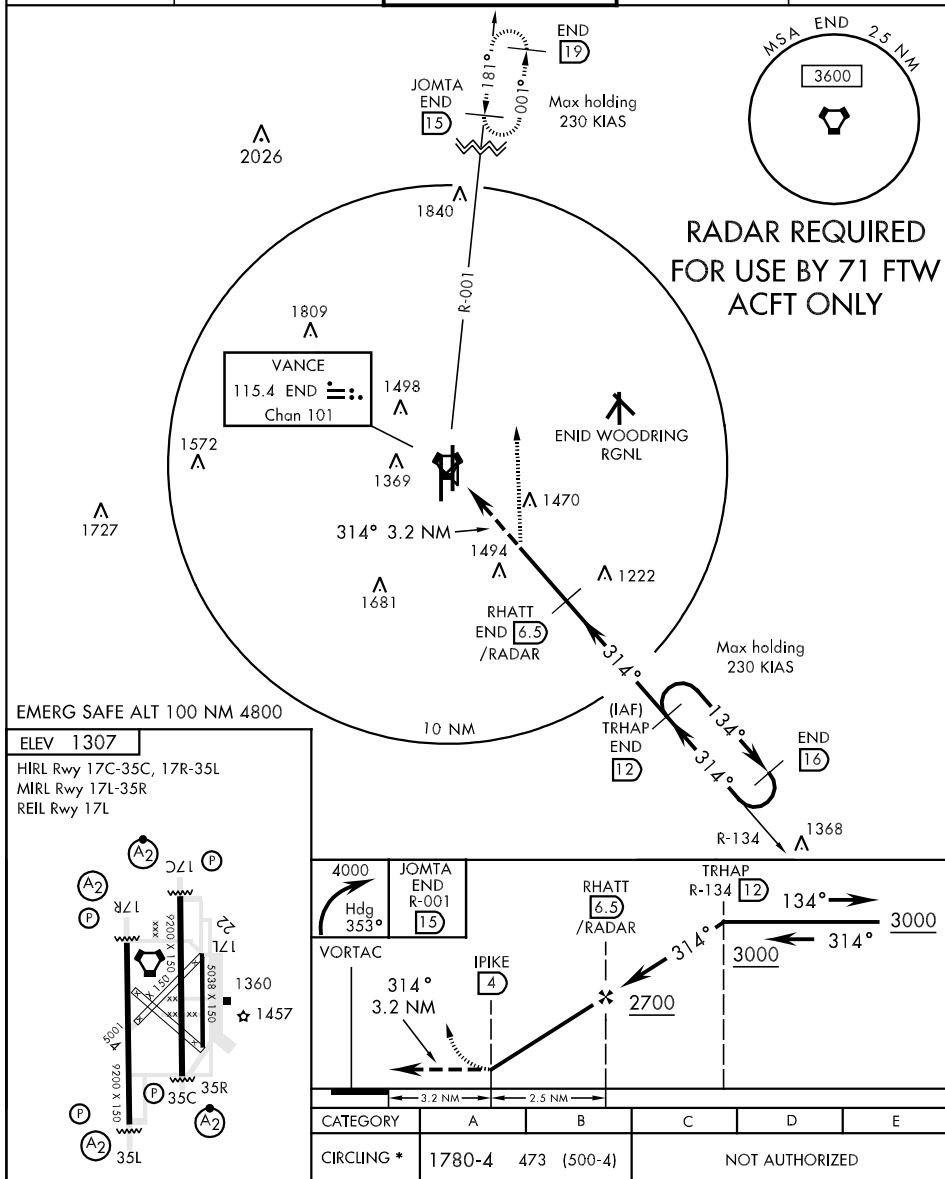
AL-135 [USAF]

VANCE AFB (KEND)

**T** \* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

**MISSED APPROACH:** Immediate climbing right turn to 4000 via heading 353° to JOMTA and hold.

ATIS ★ 115.4 263.15	VANCE APP CON E125.45 388.2 W126.75 346.325	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 2 10098

VOR/DME-A

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1.21 OCT 2010 to 18 NOV 2010

VORTAC END <b>115.4</b> Chan <b>101</b>	APCH CRS <b>199°</b>	Rwy Idg <b>NA</b> TDZE <b>NA</b> Arpt Elev <b>1307</b>
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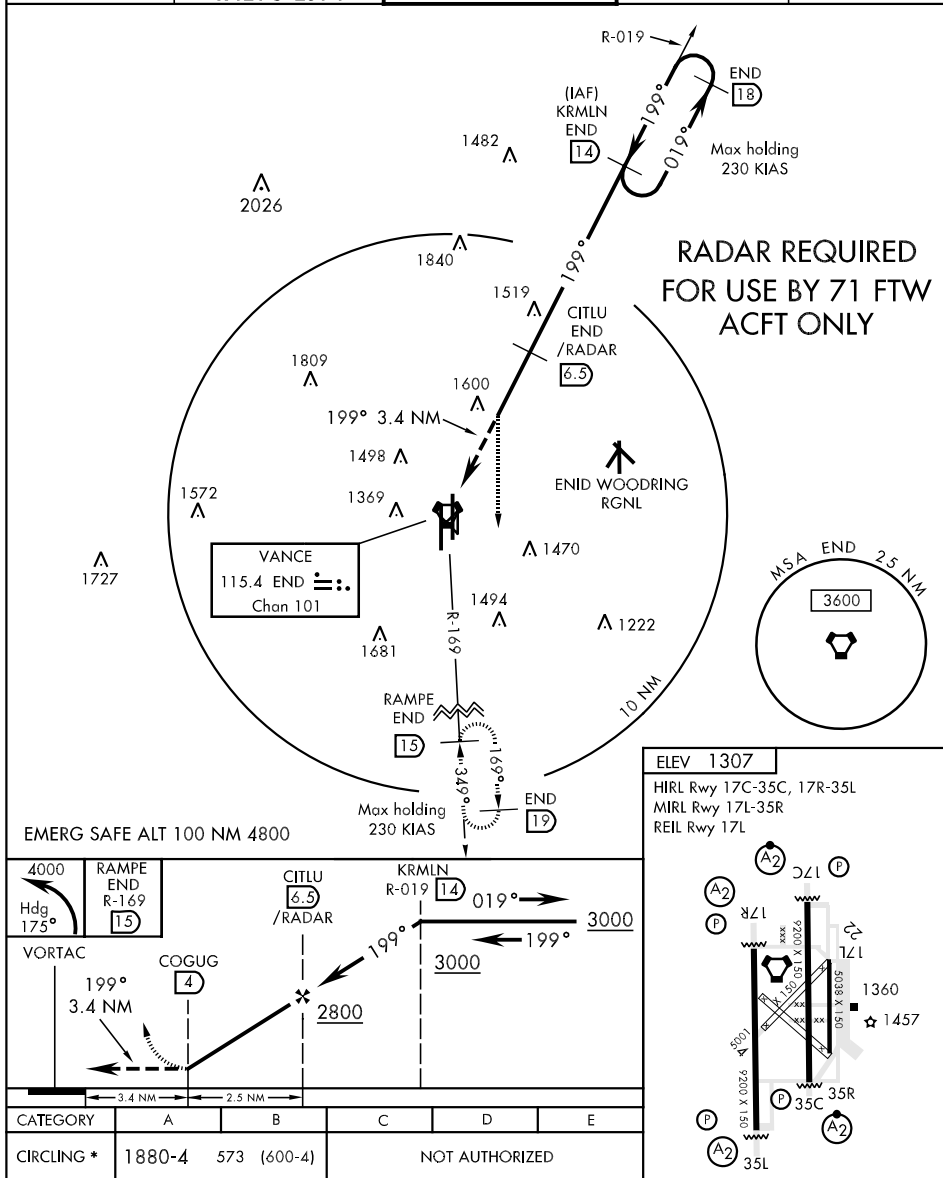
AL-135 [USAF]

VANCE AFB (KEND)

**T** \* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

**MISSED APPROACH:** Immediate climbing left turn to 4000 via heading 175° to RAMPE and hold.

ATIS ★ 115.4 263.15	VANCE APP CON E125.45 388.2 W121.3 291.1	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 2 09043

VOR/DME-B

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010



VORTAC END <b>115.4</b> Chan <b>101</b>	APCH CRS <b>182°</b>	Rwy Idg <b>9202</b> THRE <b>1276</b> Arpt Elev <b>1307</b>
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AL-135 [USAF]

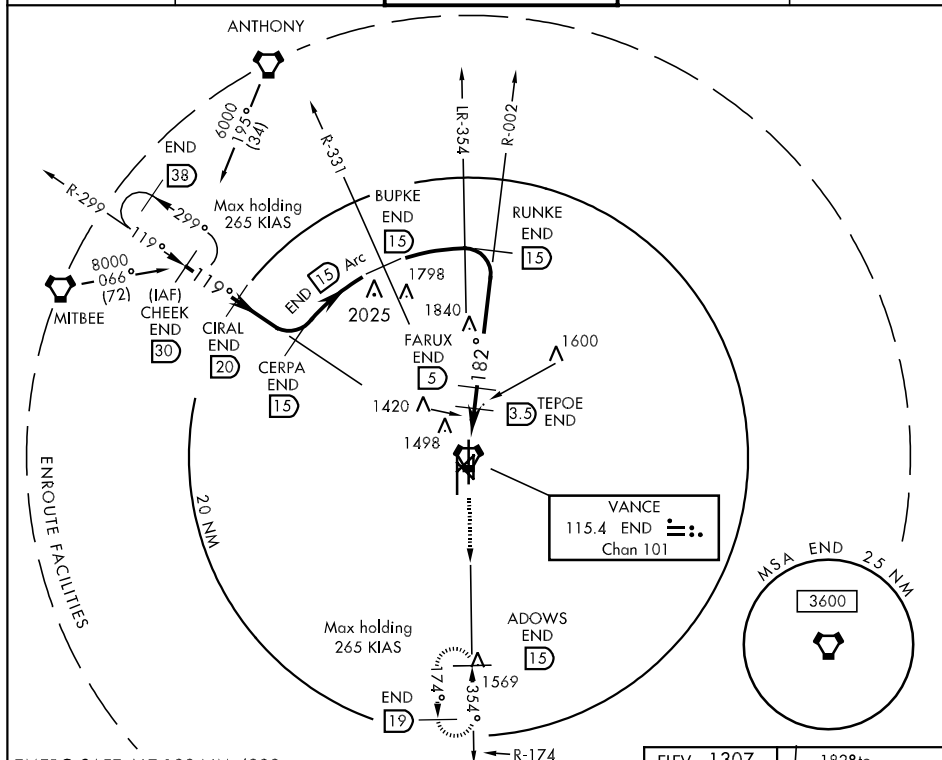
VANCE AFB (KEND)

**T** \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.

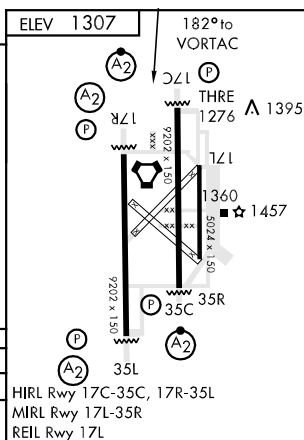
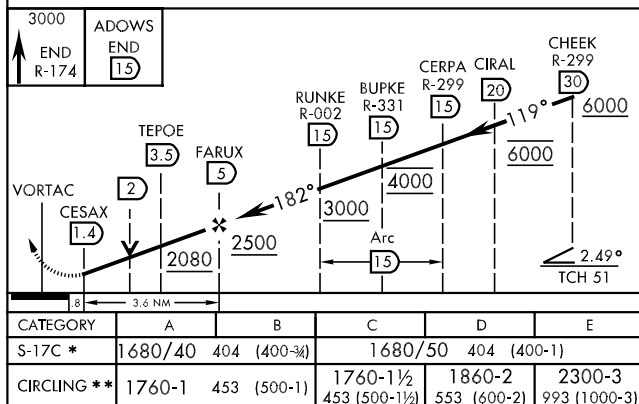
SALSF

**MISSED APPROACH:** Climb to 3000, intercept  
END VORTAC R-174 to ADOWS and hold.

ATIS ★ 115.4 263.15	VANCE APP CON E125.45 388.2 W126.75 346.325	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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EMERG SAFE ALT 100 NM 4800



ENID, OKLAHOMA

36° 20'N-97° 55'W

VANCE AFB (KEND)

Amdt 1 10182

VOR/DME or TACAN RWY 17C

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

ENID, OKLAHOMA

# VOR/DME or TACAN RWY 17R

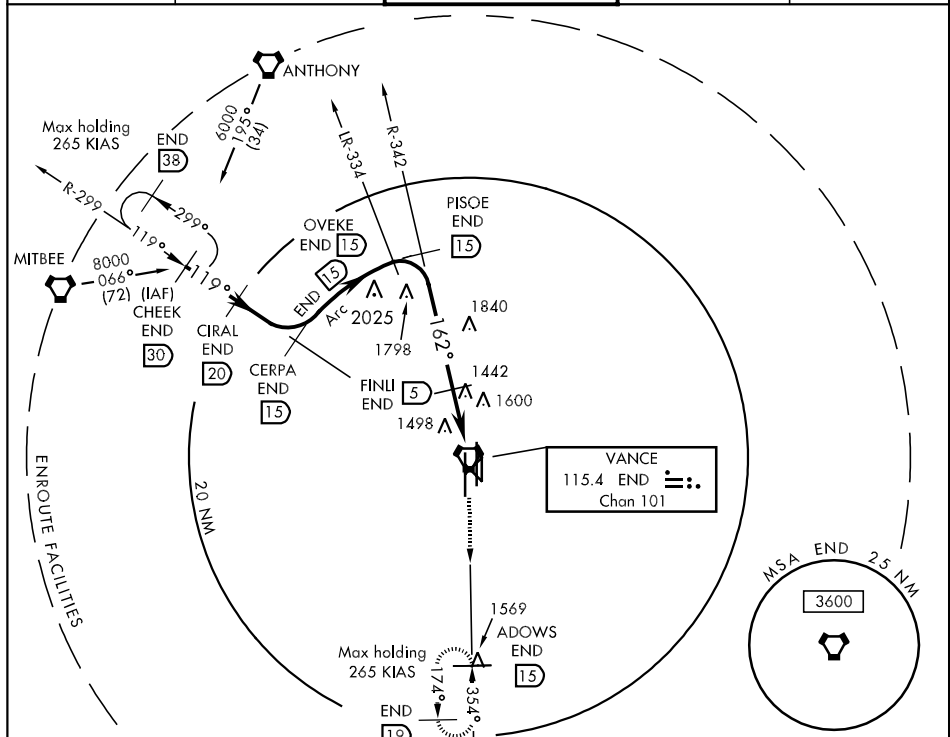
VORTAC END <b>115.4</b> Chan <b>101</b>	APCH CRS <b>162°</b>	Rwy Idg <b>9202</b> THRE <b>1275</b> Arpt Elev <b>1307</b>
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AL-135 [USAF]

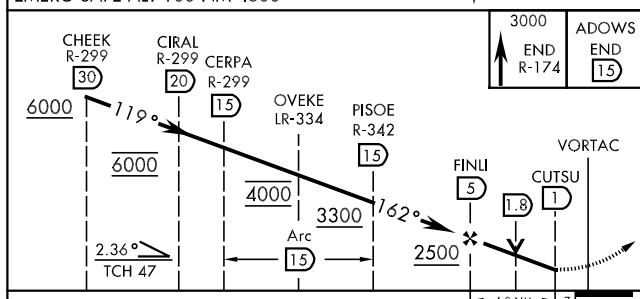
VANCE AFB (KEND)

<p>▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.</p> <p>** Circling not authorized at night to Rwy 35R.</p>	<p>SALS</p> <p>A2</p>	<p>MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.</p>
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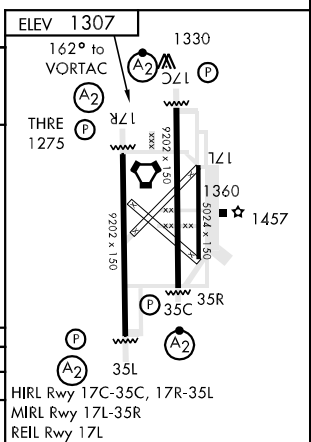
<p>ATIS ★</p> <p><b>115.4 263.15</b></p>	<p>VANCE APP CON</p> <p><b>E125.45 388.2</b> <b>W126.75 346.325</b></p>	<p>VANCE TOWER ★</p> <p><b>124.05 259.1</b></p>	<p>GND CON</p> <p><b>121.8 289.4</b></p>	<p>CLNC DEL</p> <p><b>225.4</b></p>
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EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
S-17R *	1720-¾ 445 (500-¾)	1720-1 445 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)
CIRCLING **	1760-1 453 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)	



ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 1 10182

# VOR/DME or TACAN RWY 17R

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ENID, OKLAHOMA

VOR/DME or TACAN RWY 35C

VORTAC END <b>115.4</b> Chan <b>101</b>	APCH CRS <b>349°</b>	Rwy Idg <b>9202</b> THRE <b>1293</b> Arpt Elev <b>1307</b>
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AL-135 [USAF]

VANCE AFB (KEND)



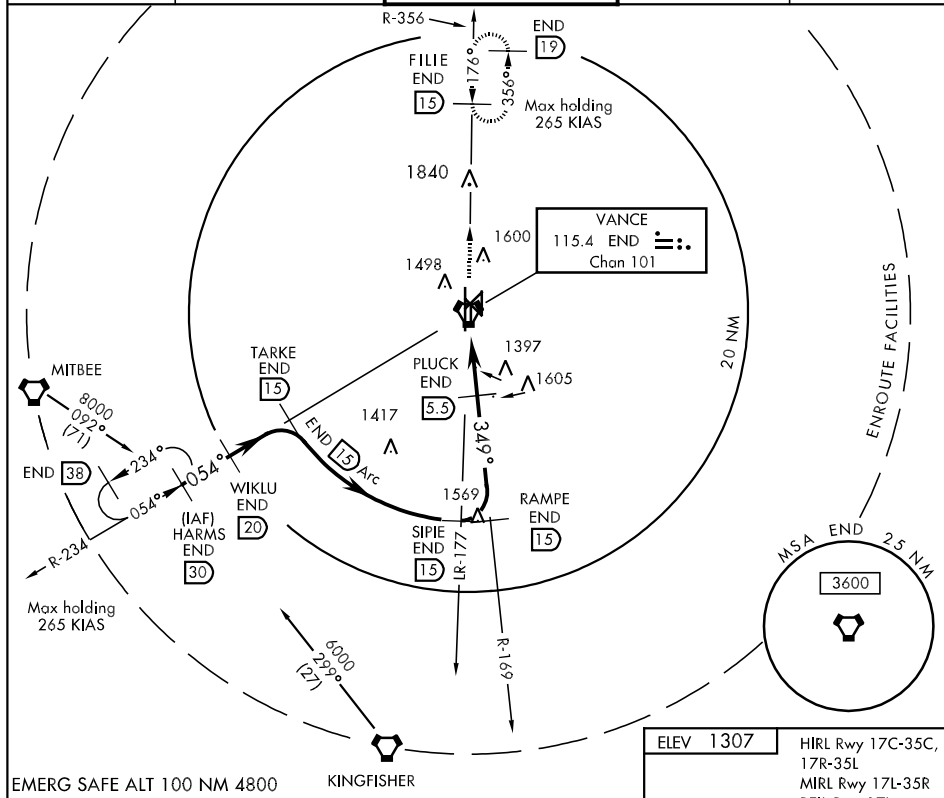
\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.  
 \*\* Circling not authorized at night to Rwy 35R.

SALSIF

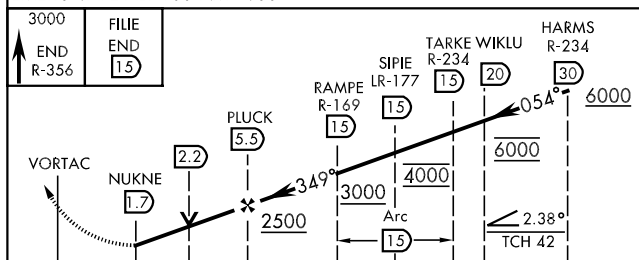


MISSED APPROACH: Climb to 3000, intercept  
 END VORTAC R-356 to FILE and hold.

ATIS ★ <b>115.4 263.15</b>	VANCE APP CON <b>E125.45 388.2</b> <b>W126.75 346.325</b>	VANCE TOWER ★ <b>124.05 259.1</b>	GND CON <b>121.8 289.4</b>	CLNC DEL <b>225.4</b>
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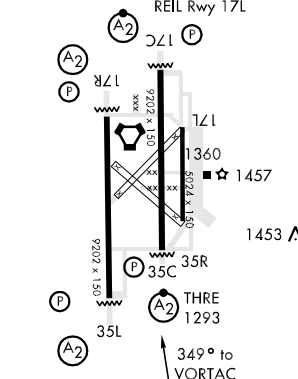
EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
S-35C *	1680/40 387 (400-34)		1680/45 387 (400-74)		
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ELEV 1307

HIRL Rwy 17C-35C,  
 17R-35L  
 MIRL Rwy 17L-35R  
 REIL Rwy 17L



ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 1 10182

VOR/DME or TACAN RWY 35C

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

ENID, OKLAHOMA

VOR/DME or TACAN RWY 35L

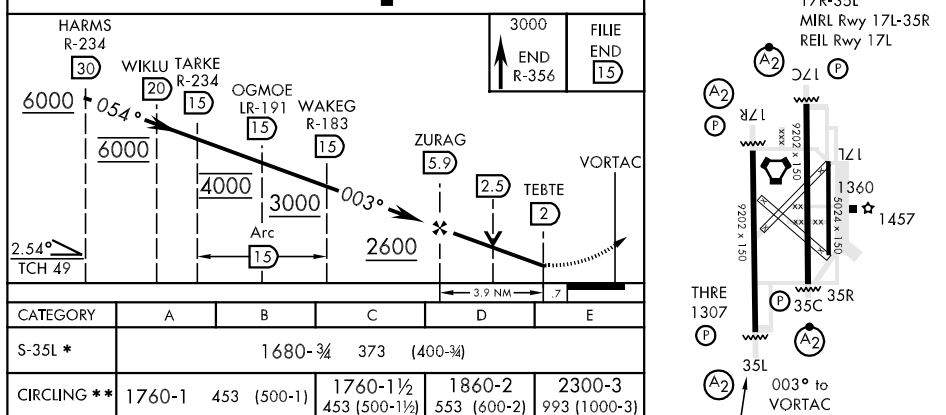
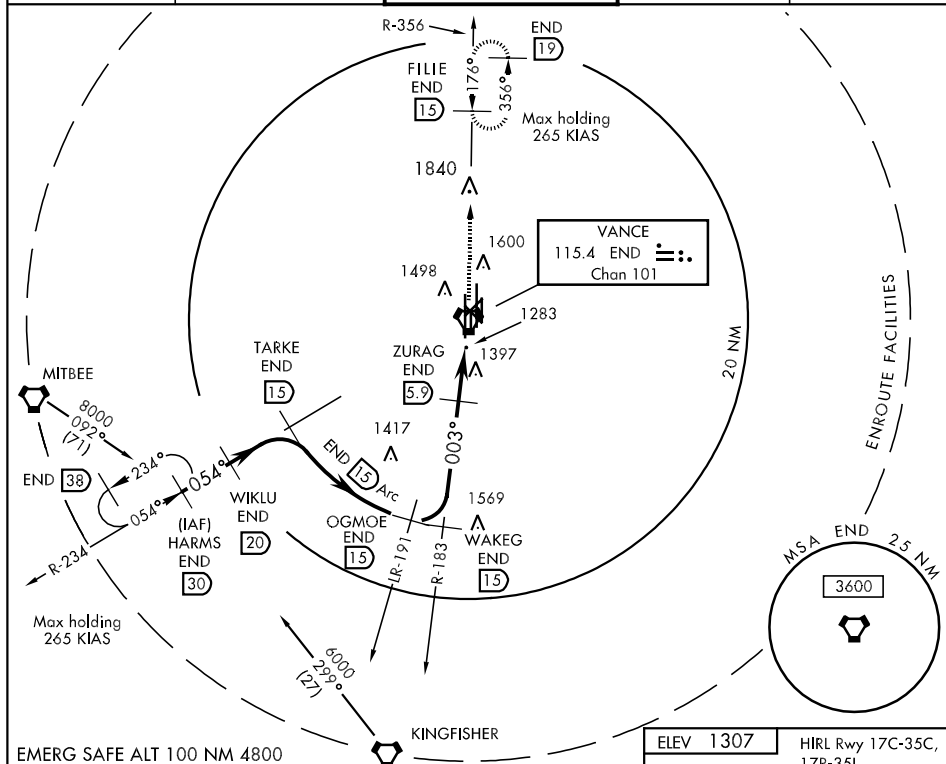
VORTAC END <b>115.4</b> Chan <b>101</b>	APCH CRS <b>003°</b>	Rwy Idg THRE <b>1307</b> Arpt Elev <b>1307</b>
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AL-135 [USAF]

VANCE AFB (KEND)

<p>* When ALS inop, increase CAT ABCDE vis to 1 mile.</p> <p>** Circling not authorized at night to Rwy 35R.</p>	<p>SALS</p> <p>(A2)</p>	<p>MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.</p>
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<p>ATIS ★</p> <p><b>115.4 263.15</b></p>	<p>VANCE APP CON</p> <p><b>E125.45 388.2</b> <b>W126.75 346.325</b></p>	<p>VANCE TOWER ★</p> <p><b>124.05 259.1</b></p>	<p>GND CON</p> <p><b>121.8 289.4</b></p>	<p>CLNC DEL</p> <p><b>225.4</b></p>
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ENID, OKLAHOMA

36° 20' N-97° 55' W

VANCE AFB (KEND)

Amdt 1 10182

VOR/DME or TACAN RWY 35L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

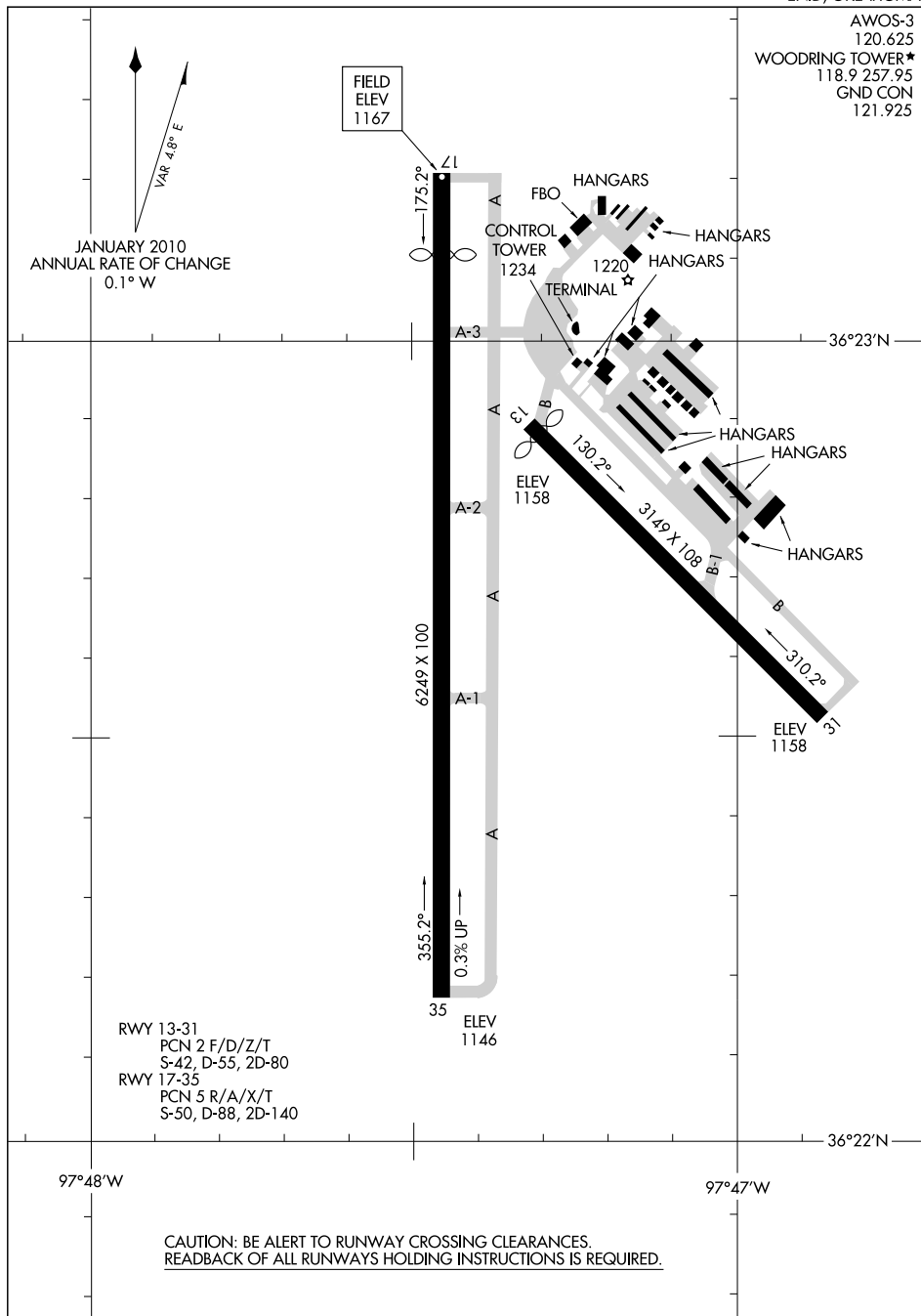
10210

## AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)

ENID, OKLAHOMA



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

10210

ENID WOODRING RGNL (WDG)

ENID, OKLAHOMA

**ENID WOODRING RGNL** (WDG) 4 SE UTC-6(-5DT) N36°22.70' W97°47.34'

1167 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE WDG

RWY 17-35: H6249X100 (CONC-GRVD) S-50, D-88, 2S-111, 2D-140 PCN 5 R/A/X/T

MIRL 0.3% up N

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Thld displcd 611'. Road.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 60'. Rgt tfc.

RWY 13-31: H3149X108 (ASPH) S-42, D-55, 2D-80

PCN 2 F/D/Z/T MIRL

RWY 12: Thld displcd 112'. Pole.

RWY 30: Fence. Rgt tfc.

**AIRPORT REMARKS:** Attended 1200-0330Z†. Fuel avbl 24 hrs with automated credit card system. TPA—2000(833) light aircraft, 2500(1333) heavy aircraft 3000(1833) jet aircraft. Military jet training dalgt 3 nautical mile radius. Rwy 13-31 has severe cracking, raveling and deterioration. PCL OTS indef. Rwy 17 REIL OTS indef. ACTIVATE MALSR Rwy 35—CTAF. When twr clsd ACTIVATE MIRL Rwy 17-35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 120.625 (580) 237-1475. LAWRS.

**COMMUNICATIONS:** CTAF 118.9 UNICOM 122.95

WOODRING RCO 122.6 (MC ALESTER RADIO)

Ⓡ VANCE APP/DEP CON 119.775 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†,

(1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

Ⓡ KANSAS CITY CENTER APP/DEP CON 127.8 (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†,

(1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

WOODRING TOWER 118.9 (1230-0300Z†). GND CON 121.925

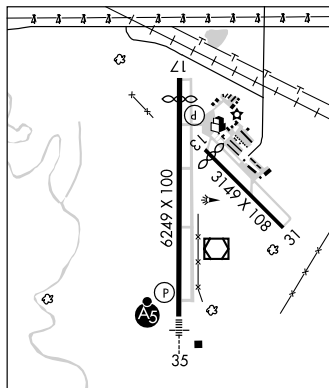
**AIRSPACE:** CLASS D svc 1230-0300Z†, other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE WDG.

WOODRING (T) VORW/DME 109.0 ODG Chan 27 N36°22.43' W97°47.29' at fld. 1149/8E.

GARFY NDB (LOM) 341 EI N36°16.50' W97°47.45' 353° 6.2 NM to fld. Unmonitored when twr closed.

ILS 108.3 I-EIU Rwy 35. LOM GARFY NDB. ILS unmonitored when tower closed.



## ERICK

**HADDOCK FLD** (O13) 1 SW UTC-6(-5DT) N35°12.05' W99°53.86'

DALLAS-FT. WORTH

2097 NOTAM FILE MLC

RWY 17-35: H2650X35 (ASPH) S-4

**AIRPORT REMARKS:** Unattended. Rwy surface eroding and rough.

**COMMUNICATIONS:** CTAF 122.9

## EUFAULA

**EUFAULA MUNI** (F08) 2 W UTC-6(-5DT) N35°17.76' W95°37.52'

DALLAS-FT. WORTH

635 B NOTAM FILE MLC

L-15E

RWY 17-35: H3000X60 (ASPH) S-4 MIRL

RWY 17: Trees. RWY 35: Trees.

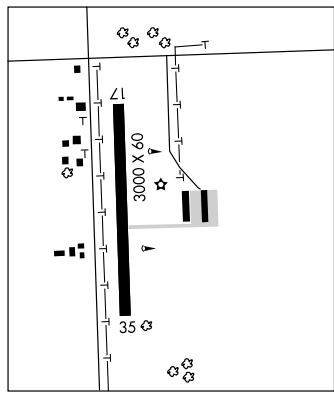
**AIRPORT REMARKS:** Unattended. Ultralghts on and invof arpt. Rotating bcn OTS indef. Rwy 17-35 severe raveling with loose aggregate on surface. MIRL Rwy 17-35 preset low ints, to incr ints, ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

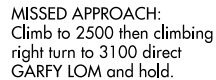
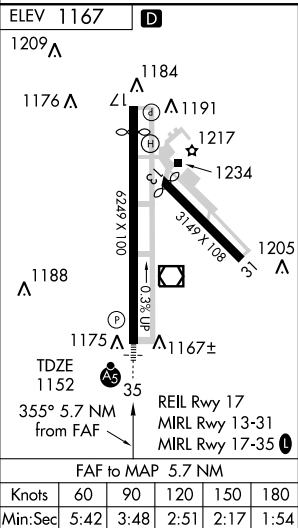
MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'

W95°46.94' 008° 27.8 NM to fld. 820/8E. HIWAS.



Apt Elev **1167**

ENID WOODRING RGNL (WDG)

UNICOM  
122.95

ILS or LOC RWY 35

WAAS CH <b>50213</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg <b>5638</b> TDZE <b>1165</b> Apt Elev <b>1167</b>
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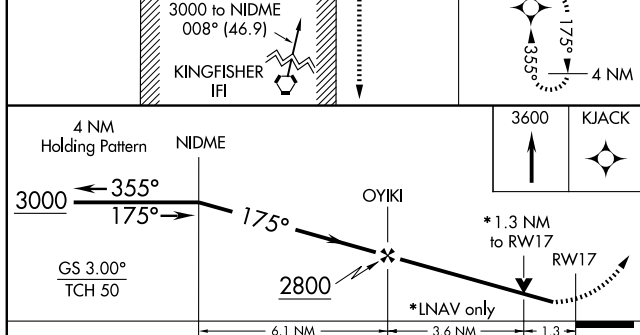
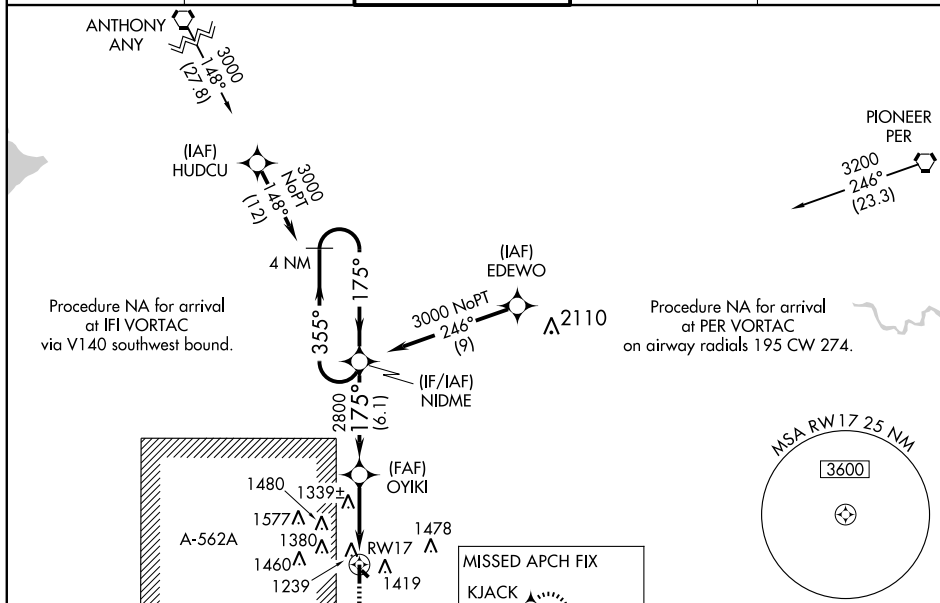
# RNAV (GPS) RWY 17

ENID WOODRING RGNL (WDG)

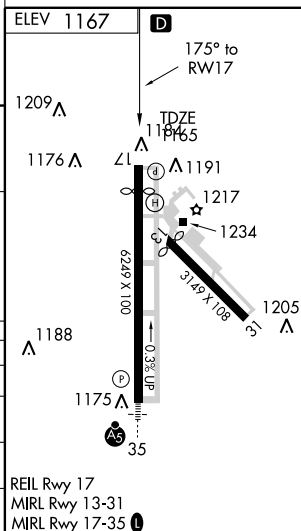
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
**▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LPV all Cats visibility to 1¼ miles, LNAV/VNAV all Cats visibility to 1¾ miles, LNAV Cat C visibility to 1½ miles, LNAV Cat D visibility to 1¾ miles, Circling Cat C visibility to 2 miles and Circling Cat D visibility to 2¼ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting.

**MISSED APPROACH:**  
Climb to 3600 direct KJACK and hold.

AWOS-3 <b>120.625</b>	VANCE APP CON ★ <b>119.775 346.325</b>	WOODRING TOWER ★ <b>118.9 (CTAF) 0 257.95</b>	GND CON <b>121.925</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	1415-¾	250 (300-¾)		
LNAV/VNAV DA	1594-1½	429 (500-1½)		
LNAV MDA	1640-1 475 (500-1)	1640-1¼ 475 (500-1¼)	1640-1½ 475 (500-1½)	
CIRCLING	1740-1 573 (600-1)	1740-1½ 573 (600-1½)	1740-2 573 (600-2)	





WAAS CH <b>97413</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg TDZE <b>1152</b> Apt Elev <b>1167</b>	<b>6249</b>
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# RNAV (GPS) RWY 35

ENID WOODRING RGNL (WDG)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility to 1½ miles, LNAV Cat C visibility to 1 mile and Circling Cat C visibility to 1¾ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1½ miles. For inoperative MALSR, when using Guthrie altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1¾ miles and LNAV Cats C and D visibility to 1½ miles.

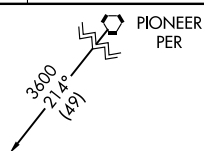
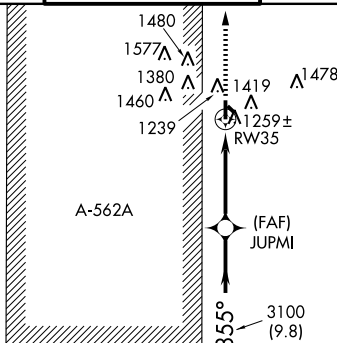
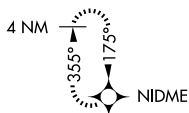
MALSR



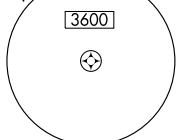
**MISSED APPROACH:**  
Climb to 3000 direct  
NIDME and hold.

AWOS-3 <b>120.625</b>	VANCE APP CON ★ <b>119.775 346.325</b>	WOODRING TOWER ★ <b>118.9 (CTAF) 0 257.95</b>	GND CON <b>121.925</b>	UNICOM <b>122.95</b>
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MISSED APCH FIX

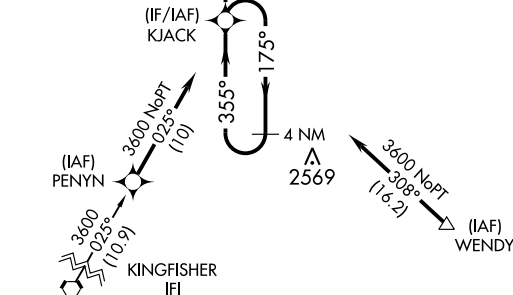
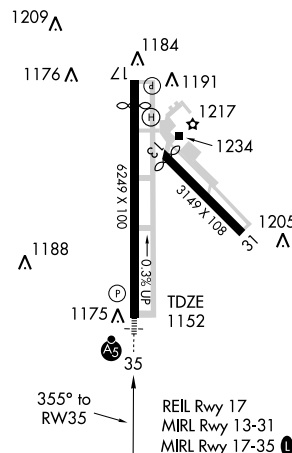


MSA RW35 25 NM

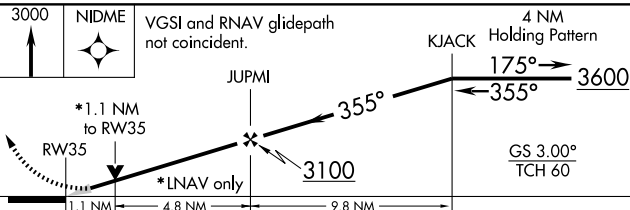


ELEV 1167

D



Procedure NA for arrival  
at PER VORTAC  
via V354 northbound.



CATEGORY	A	B	C	D
LPV DA		1352-½	200 (200-½)	
LNAV/VNAV DA		1541-¾	389 (400-¾)	
LNAV MDA	1560-½	408 (400-½)	1560-¾ 408 (400-¾)	1560-1 408 (400-1)
CIRCLING	1740-1	573 (600-1)	1740-1½ 573 (600-1½)	1740-2 573 (600-2)

VOR/DME ODG <b><u>109.0</u></b> Chan <b>27</b>	APP CRS <b>167°</b>	Rwy Idg <b>5638</b> TDZE <b>1165</b> Apt Elev <b>1167</b>
--	------------------------	---

VOR RWY 17  
ENID WOODRING RGNL (WDG)

**T** When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-17 Cat C/D visibility and Circling Cat C/D visibility ¼ mile.  
**A** Visibility reduction by helicopters NA.

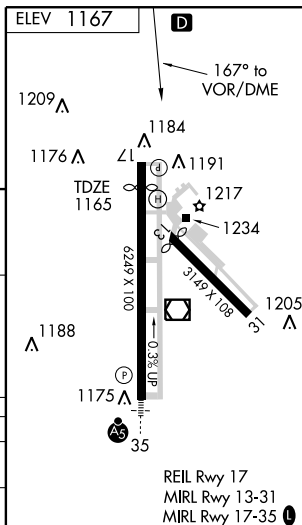
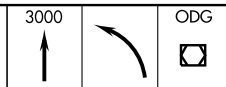
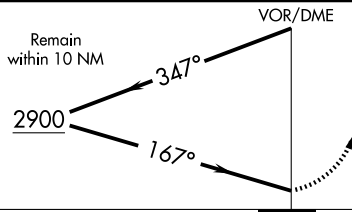
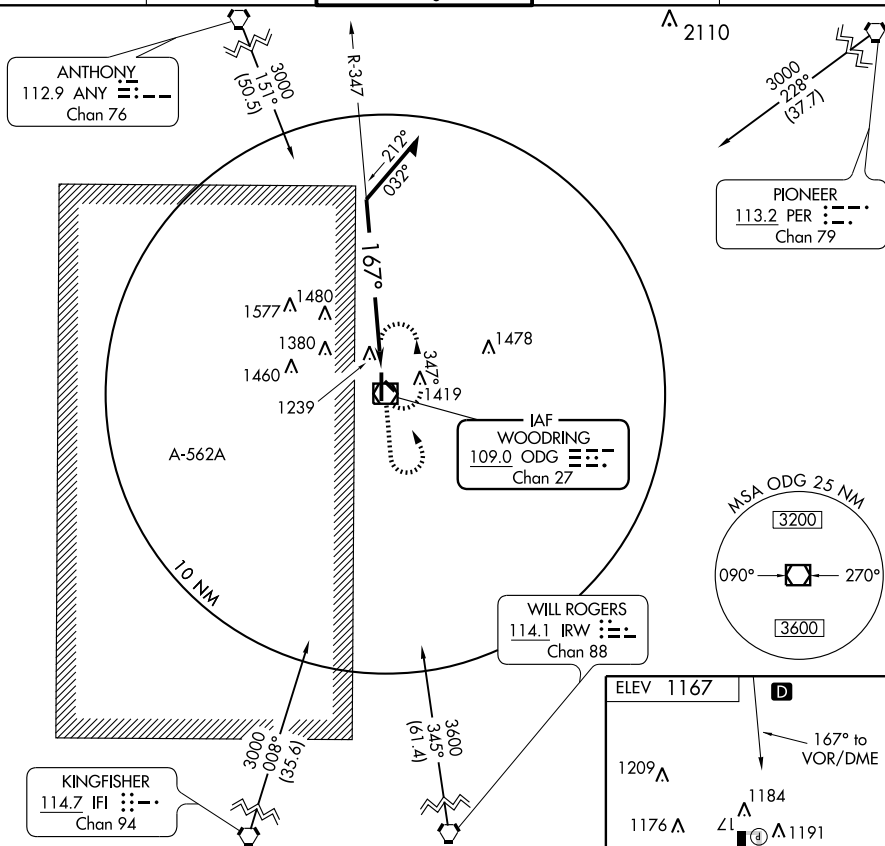
**MISSED APPROACH:** Climb to 3000 then left turn direct ODG VOR/DME and hold.

AWOS-3  
120.625

VANCE APP CON ★  
119.775 378.8

WOODRING TOWER ★  
118.9 (CTAF) **L** 257.95

GND CON  
121.925

UNICOM  
122.95

CATEGORY	A	B	C	D
S-17	1800-1	635 (700-1)	1800-1 <sup>3</sup> / <sub>4</sub> 635 (700-1 <sup>3</sup> / <sub>4</sub> )	1800-2 635 (700-2)
CIRCLING	1800-1	633 (700-1)	1800-1 <sup>3</sup> / <sub>4</sub> 633 (700-1 <sup>3</sup> / <sub>4</sub> )	1800-2 633 (700-2)

VOR/DME ODG  
**109.0**  
Chan 27

APP CRS  
**357°**

Rwy Idg  
TDZE  
Apt Elev  
**6249**  
**1152**  
**1167**

**VOR RWY 35**

ENID WOODRING RGNL (WDG)

When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-35 Cat C/D visibility and Circling Cat C visibility ¼ mile. VDP NA when using Guthrie altimeter setting.

MALSR  
AS

MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.

AWOS-3  
**120.625**

VANCE APP CON ★  
**119.775 346.325**

WOODRING TOWER ★  
**118.9 (CTAF) 0 257.95**

GND CON  
**121.925**

UNICOM  
**122.95**

2025

Λ

3000  
151°  
(50.5)

ANTHONY  
112.9 ANY  
Chan 76

3000  
228°  
(37.7)

PIONEER  
113.2 PER  
Chan 79

1480  
1577  
1380  
1460

IAF  
WOODRING  
109.0 ODG  
Chan 27

1239  
1419  
1289±  
177°

A-562A

10 NM

357°

132°  
312°

WILL ROGERS  
114.1 IRW  
Chan 88

MSA ODG 25 NM

3200

090° 270°

3600

KINGFISHER  
114.7 IFI  
Chan 94

3000  
008°  
(35.6)

3600  
345°  
(61.4)

ELEV 1167

1209 Λ

1176 Λ

1184

1191

1217

1234

1205 Λ

1188

1175 Λ

35

357° to VOR/DME

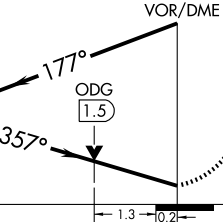
REIL Rwy 17

MIRL Rwy 13-31

MIRL Rwy 17-35

Remain within 10 NM

2800



3000

↑

↪

ODG

☐

CATEGORY	A	B	C	D
S-35	1600-½ 448 (500-½)		1600-¾ 448 (500-¾)	1600-1 448 (500-1)
CIRCLING	1740-1 573 (600-1)		1740-½ 573 (600-½)	1740-2 573 (600-2)

**FOUNTAINHEAD LODGE AIRPARK**

(ØF7) 6 N UTC-6(-5DT) N35°23.32' W95°36.02'

DALLAS-FT. WORTH

L-15E

670 B NOTAM FILE MLC

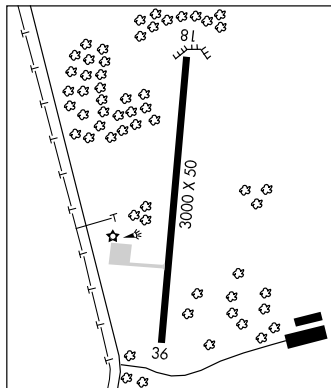
RWY 18-36: H3000X50 (ASPH) S-8 MIRL

RWY 18: Trees. RWY 36: Trees.

**AIRPORT REMARKS:** Unattended. Deer on and invof rwy. Rotating bcn  
OTS indef. ACTIVATE MIRL Rwy 18-36-122.8.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'  
W95°46.94' 007° 33.5 NM to fld. 820/8E. HIWAS.

**FAIRVIEW MUNI**

(6K4) 1 N UTC-6(-5DT) N36°17.41' W98°28.55'

WICHITA

1272 B S2 FUEL 100LL NOTAM FILE MLC

RWY 17-35: H3620X60 (ASPH) S-4 MIRL

RWY 35: Trees.

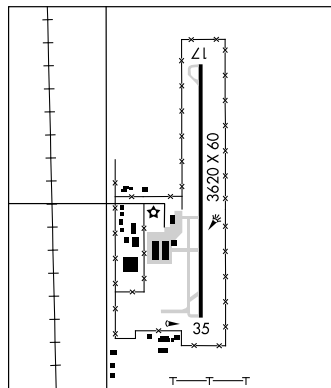
**AIRPORT REMARKS:** Attended Mon-Sat dalgt hours.**COMMUNICATIONS:** CTAF/UNICOM 122.8

- ® VANCE APP/DEP CON 120.525 (1 Mar-31 Oct) Mon-Fri 1300-0200Z+,  
(1 Nov-28 Feb) Mon-Fri 1300-0100Z+, (1 Mar-31 Oct) Sun  
2100-0100Z+, (1 Nov-28 Feb) Sun 1900-2300Z+, clsd Sat  
and Federal holidays. Other times by NOTAM.

- ® KANSAS CITY CENTER APP/DEP CON 127.8 (1 Mar-31 Oct) Mon-Fri  
0200-1300Z+, (1 Nov-28 Feb) Mon-Fri 0100-1300Z+,  
(1 Mar-31 Oct) Sun 0100-2100Z+, (1 Nov-28 Feb) Sun  
2300-1900Z+, 24 hrs Sat and Federal holidays.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N35°48.32'  
W98°00.24' 313° 37.0 NM to fld. 1110/9E.



WICHITA

L-15D

IAP

**FALCONHEAD**

(See BURNEYVILLE)

**FORT SILL**

(See HENRY POST AAF)

**FOSSI** N35°27.04' W99°12.09' NOTAM FILE CSM.

DALLAS-FT. WORTH

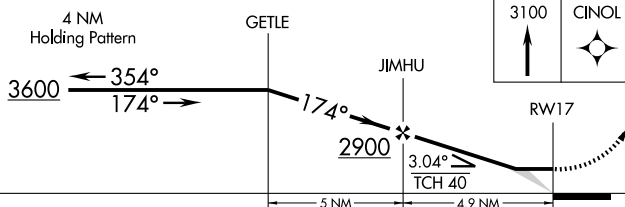
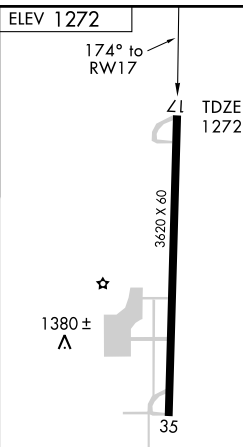
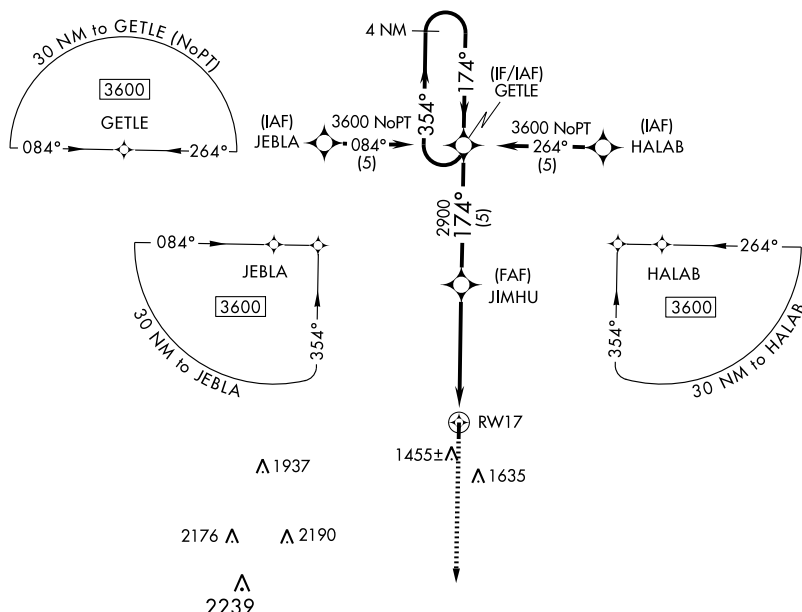
NDB (MHW/LOM) 393 BZ 172° 6.6 NM to Clinton-Sherman.

L-15C

Unmonitored when Clinton-Sherman tower clsd.

**FOUNTAINHEAD LODGE AIRPARK**

(See EUFAULA)

APP CRS  
**174°**Rwy Idg **3620**  
TDZE **1272**  
Apt Elev **1272****RNAV (GPS) RWY 17**  
FAIRVIEW MUNI (6K4)Use Vance AFB altimeter setting.  
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 3100 direct CINOL WP  
and hold.VANCE APP CON ★  
**120.525 244.875**UNICOM  
**122.8 (CTAF)**

CATEGORY	A	B	C	D
RNAV MDA	1800-1	528 (600-1)	1800-1½ 528 (600-1½)	NA
CIRCLING	1880-1	608 (700-1)	2020-2¼ 748 (800-2¼)	NA

MIRL Rwy 17-35

**HENRY POST AAF** (FORT SILL) (FSI)(KFSI) A 1 SE UTC-6(-5DT) N34°38.99' W98°24.13' **DALLAS-FT. WORTH**  
 1189 B TPA—See Remarks NOTAM FILE FSI Not insp. **H-6H, L-17C**  
**Rwy 17-35:** H5001X200 (CONC) PCN 61 R/B/W/T HIRL **DIAP**  
**Rwy 17:** PAPI(P4L)—GA 3.0° TCH 42'. **Rwy 35:** SALS.  
**MILITARY SERVICE:** LGT ACTIVATE PAPI Rwy 17 on 124.95.Apch and rwy lgt opr on reg to twr or app. **FUEL J8.** Refuel  
 svc avbl 24 hr, ctc Base OPS DSN 639-5808/6160 or C580-442-5808/6160. Other times C580-695-1403.  
 45 min delay without prior notice. **OIL O-156 TRAN ALERT** Limited tran svc during normal Base OPS hr,  
 hangar, towing and tie down equipment avbl for acft under 18,000 lbs.  
**MILITARY REMARKS:** RSTD 24 hr PPR all full stop acft. DSN 639-5808/6160 or C580-442-5808/6160. **TFC PAT**  
 TPA—rotary wing 1898(709), fixed wing 2698(1509). **CAUTION** Diagonal Twy C lgts OTS between rwy and parallel  
 twys. **MISC** Base OPS opr Mon-Fri except holidays 1300-0400Z†, DSN 639-5808/6160, C580-442-5808/  
 6160. Wx DSN 639-4000/4887, C580-442-4000/4887. Weather forecast avbl Mon-Fri 1200-0400Z† except  
 holidays. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781-4775, C318-456-4775, Toll Free  
 1-866-223-2398, HTTPS://260WS.Barksdale.AF.MIL/. Wx obsn automated continuously. Wx obsn augmented  
 (as required) during hrs Wx forecast avbl. Wx obsn visibility ltd to 0.25 SM N and NE when sfc wx obsn visibility  
 sensor augmented. KFSI AUTO Wx Obsn (voice message) 24 hrs DSN 639-7021, C580-442-7021. All inbound  
 VIP acft ctc PTD 20 min prior landing, fax DSN 639-7928/5643. Winds are accurate to within only +/- 4 kts.  
**COMMUNICATIONS:** ATIS 135.425 354.025 **PTD** 123.05 376.7  
**(R) RCT SILL APP/DEP CON** 120.55 322.4 (S Sector) 127.3 307.275 (N Sector) 118.6 290.375 (Duncan Sector VFR ft  
 following avbl)  
**POST TOWER** 124.95 229.4 (Mon-Fri 1300-0400Z†, except holidays) **POST GND CON/CLNC DEL** 121.7 279.575  
**PMSV METRO** 306.5 (Svc avbl Mon-Fri 1200-0400Z†, except holidays)  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAW.  
**LAWTON (L) VORW/DME** 109.4 LAW Chan 31 N34°29.77' W98°24.79' 354° 9.2 NM to fld. 1104/9E.  
**POST NDB (MHW)** 425 PFL N34°36.53' W98°24.23' 354° 2.5 NM to fld. NOTAM FILE MLC.  
**TRAIL NDB (MHW)** 388 OFZ N34°46.88' W98°24.14' 171° 7.9 NM to fld. NOTAM FILE MLC.  
**ASP/PAR**  
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

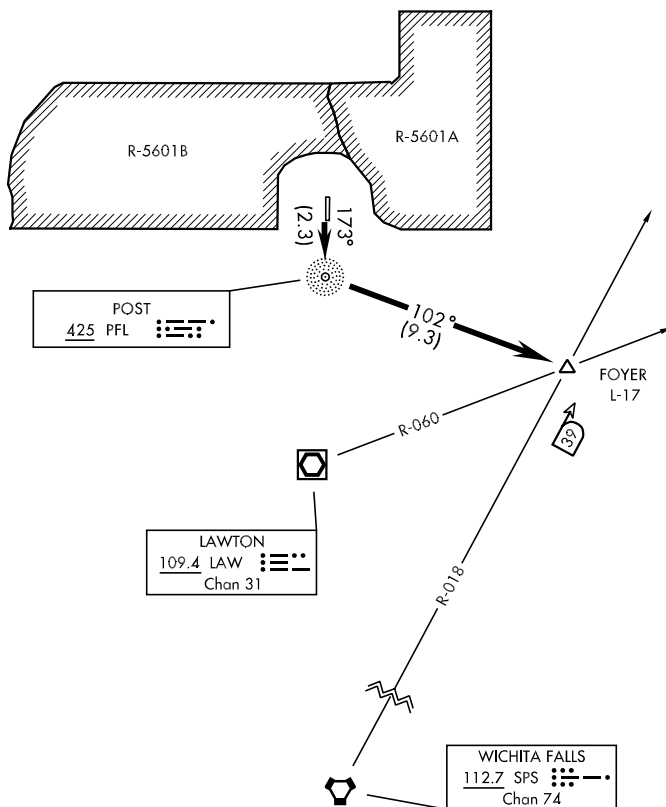
**HINTON MUNI** (208) 2 NE UTC-6(-5DT) N35°30.43' W98°20.54' **DALLAS-FT. WORTH**  
 1587 B **FUEL** 100LL NOTAM FILE MLC **L-15D**  
**Rwy 17-35:** H4000X60 (ASPH) MIRL **IAP**  
**Rwy 17:** PAPI(P2L)—GA 3.0° TCH 40'. **Rwy 35:** PAPI(P2L)—GA 3.0° TCH 40'.  
**AIRPORT REMARKS:** Attended May-Sep 1400-2300Z†, Oct-Apr 1500-0000Z†. Fuel avbl 24 hrs with automated credit  
 card system. Parachute Jumping. Parachute jumping and glider activity on and invof arpt. Rwy 17 and Rwy 35  
 PAPI OTS indef.  
**COMMUNICATIONS:** CTAF/UNICOM 123.05  
**FORT WORTH CENTER APP/DEP CON** 128.4  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.  
**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 284° 37.0 NM to fld.  
 1230/7E. **HIWAS.**

## FOYER-TWO DEPARTURE (FOYER2•FOYER)

FORT SILL, OKLAHOMA

SL-230 [USA]

ATIS 135.425 354.025  
 CLNC DEL  
 121.7 279.575  
 GND CON  
 121.7 279.575  
 POST TOWER ★  
 124.95 229.4  
 FT SILL DEP CON  
 120.55 307.275



## DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 102° mag brg from PFL NDB to Foyer INT, maintain (assigned altitude).

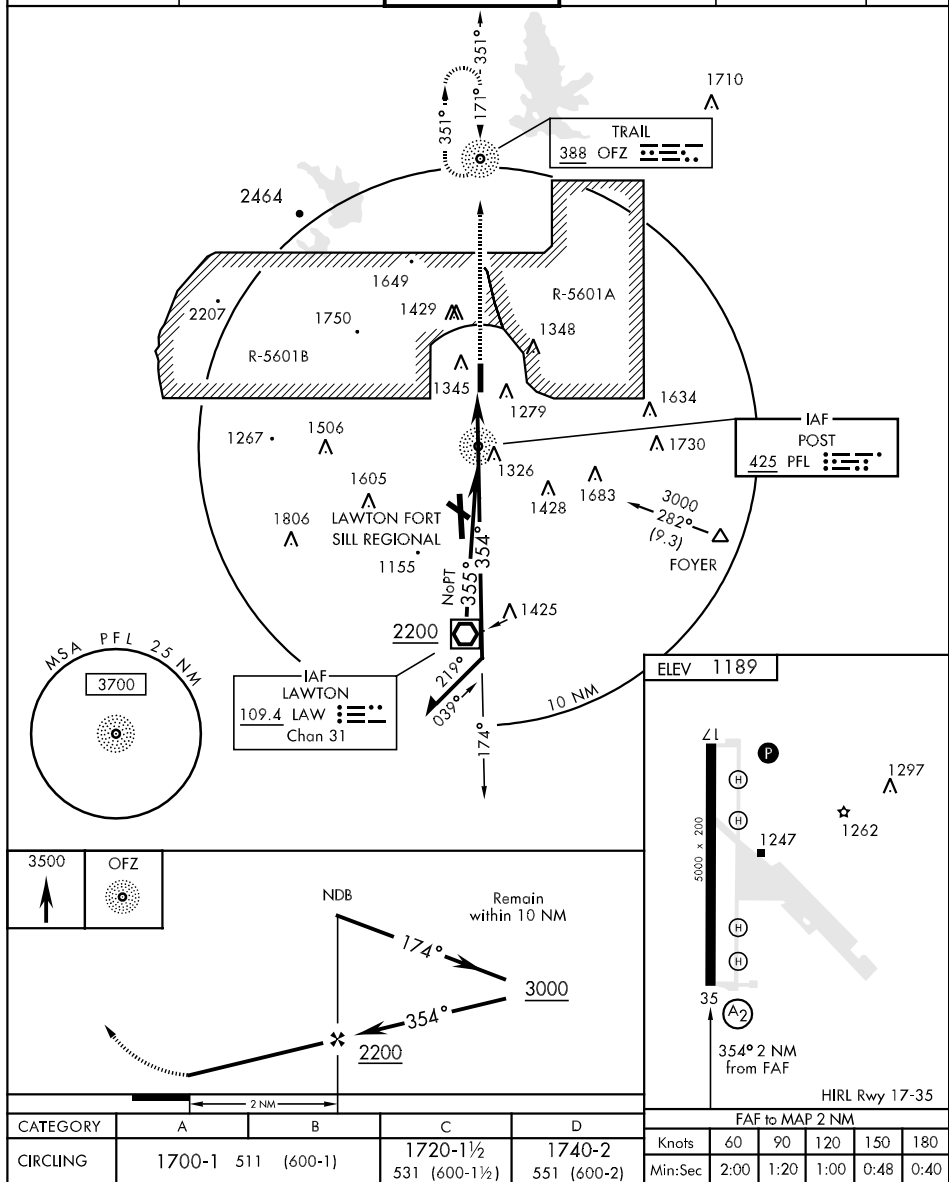
NDB PFL <b>425</b>	APCH CRS <b>354°</b>	Rwy Idg <b>5000</b> TDZE <b>N/A</b> Arpt Elev <b>1189</b>	AL-230 [USA]	NDB-A HENRY POST AAF (KFSI)
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When local altimeter setting not received,  
use Lawton-Fort Sill Rgnl altimeter.

**MISSED APPROACH:** Climb to 3500 direct to OFZ NDB and hold.

ATIS 135.425 354.025	FORT SILL APP CON N127.3 307.275 S120.55	POST TOWER ★ 124.95 229.4	GND CON 121.7 279.575	CLNC DEL 121.7 279.575	ASR/PAR
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FORT SILL, OKLAHOMA

34° 39'N-98° 24'W

HENRY POST AAF (KFSI)

Orig 10210

NDB-A

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010



NDB OFZ <b>388</b>	APCH CRS <b>171°</b>	Rwy Idg <b>5000</b> TDZE <b>1189</b> Arpt Elev <b>1189</b>
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AL-230 [USA]

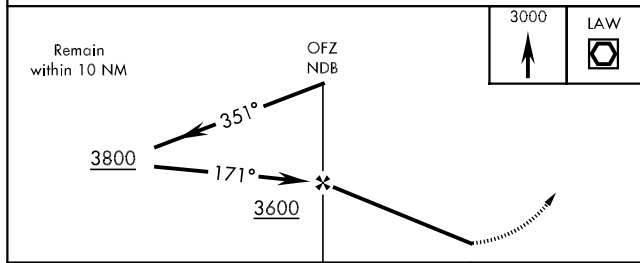
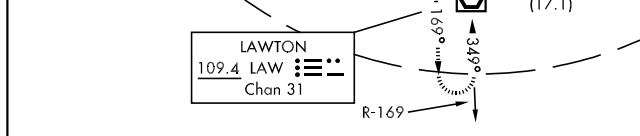
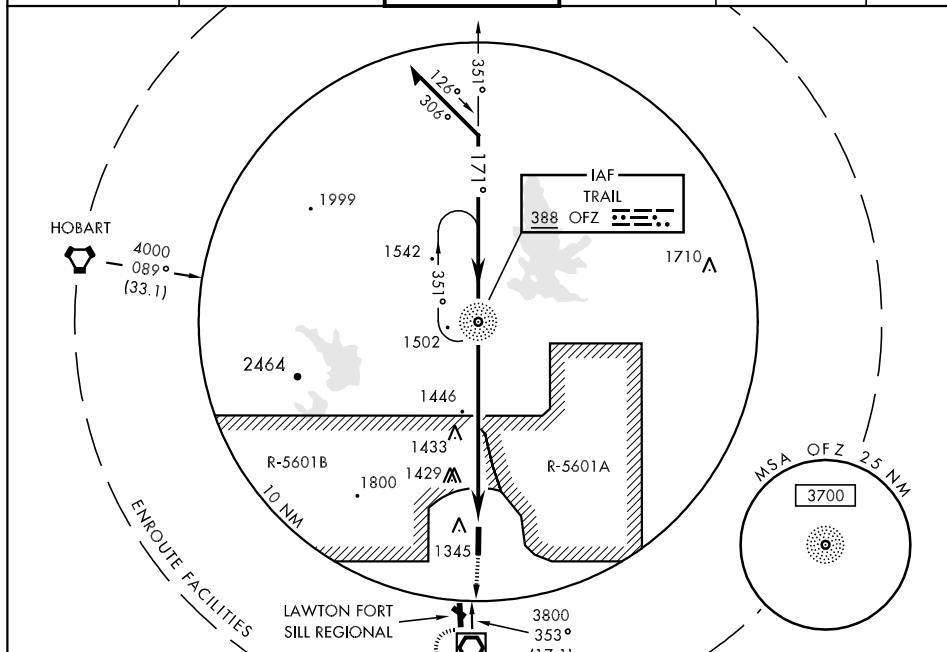
HENRY POST AAF (KFSI)



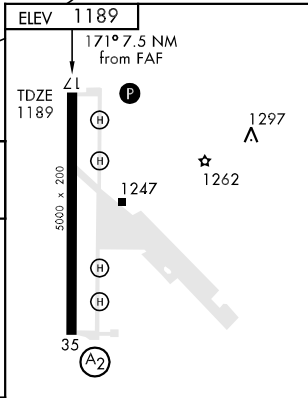
When local altimeter setting not received,  
use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb straight ahead  
to 3000 direct to LAW VOR/DME and hold.

ATIS <b>135.425 354.025</b>	FORT SILL APP CON <b>N127.3 307.275</b> <b>S120.55</b>	POST TOWER ★ <b>124.95 229.4</b>	GND CON <b>121.7 279.575</b>	CLNC DEL <b>121.7 279.575</b>	ASR/PAR
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CATEGORY	A	B	C	D
S-17	1780-1 591 (600-1)	1780-1½ 591 (600-1½)	1780-1¾ 591 (600-1¾)	1780-2 591 (600-2)
CIRCLING	1780-1 591 (600-1)	1780-1½ 591 (600-1½)	1780-1¾ 591 (600-1¾)	1780-2 591 (600-2)



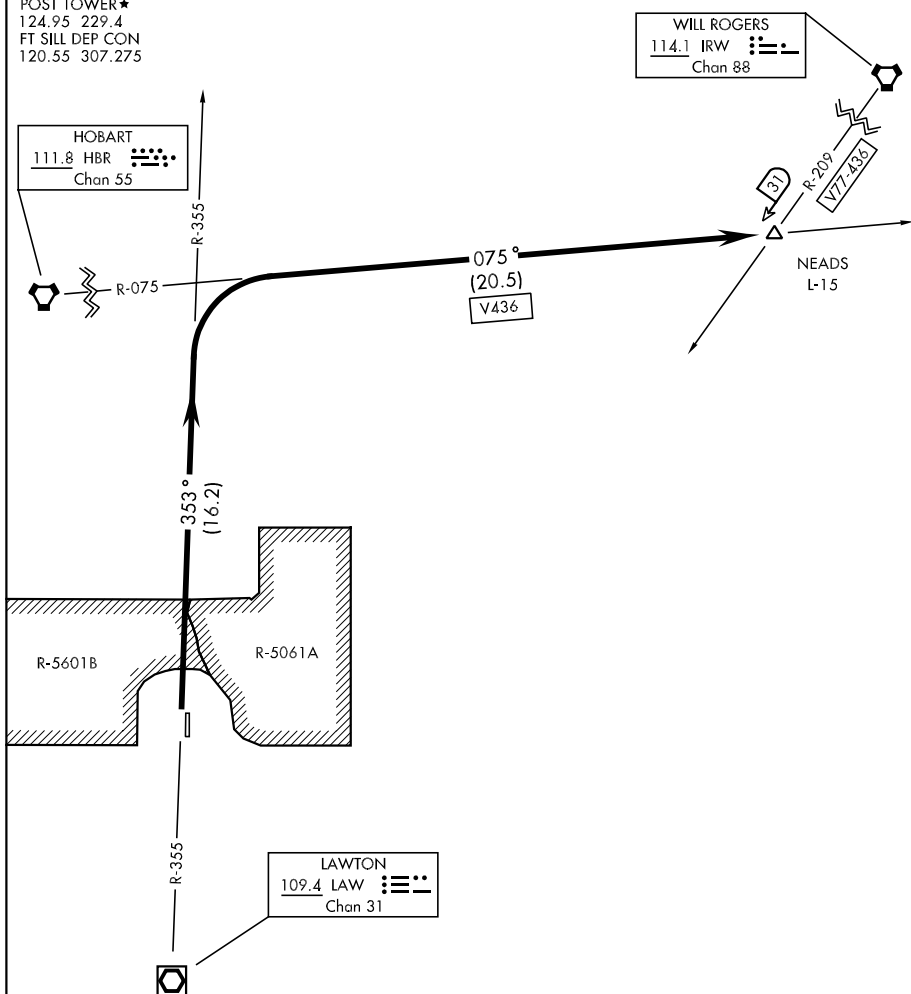
HRL Rwy 17-35					
FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

## NEADS-ONE DEPARTURE (NEADS1 • NEADS)

FORT SILL, OKLAHOMA

ATIS 135.425 354.025  
 CLNC DEL  
 121.7 279.575  
 GND CON  
 121.7 279.575  
 POST TOWER★  
 124.95 229.4  
 FT SILL DEP CON  
 120.55 307.275

SL-230 [USA]



## DEPARTURE ROUTE DESCRIPTION

Proceed via LAW R-353 and thence via HBR R-075 to NEADS INT,  
 maintain (assigned altitude).

## NEADS-ONE DEPARTURE (NEADS1 • NEADS)

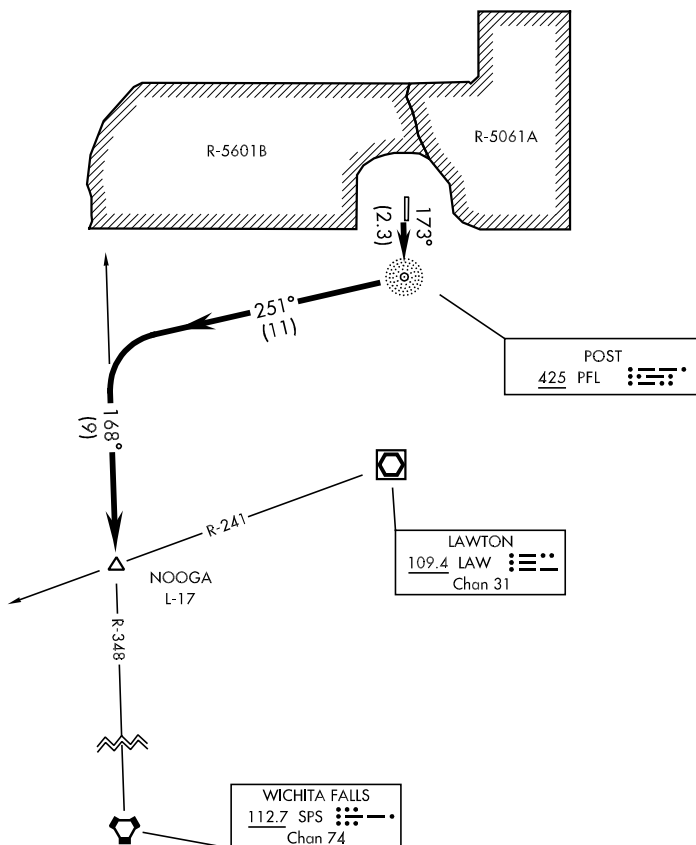
FORT SILL, OKLAHOMA  
 HENRY POST AAF (KFSI)

## NOOGA-TWO DEPARTURE (NOOGA2•NOOGA)

FORT SILL, OKLAHOMA

SL-230 [USA]

ATIS 135.425 354.025  
 CLNC DEL  
 121.7 279.575  
 GND CON  
 121.7 279.575  
 POST TOWER ★  
 124.95 229.4  
 FT SILL DEP CON  
 120.55 307.275



## DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 251° mag brg from PFL NDB to and via SPS R-348 to NOOGA INT, maintain (assigned altitude).

## NOOGA-TWO DEPARTURE (NOOGA2•NOOGA)

FORT SILL, OKLAHOMA  
 HENRY POST AAF (KFSI)

APCH CRS <b>172°</b>	Rwy Idg TDZE <b>1189</b>	5000 Arpt Elev <b>1189</b>
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AL-230 [USA]

HENRY POST AAF (KFSI)



When local altimeter setting not received,  
use Lawton-Fort Sill Rgnl altimeter setting.  
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3500 direct to FESAD and hold.

ATIS  
**135.425 354.025**

FORT SILL APP CON  
**N127.3 307.275**  
**S120.55**

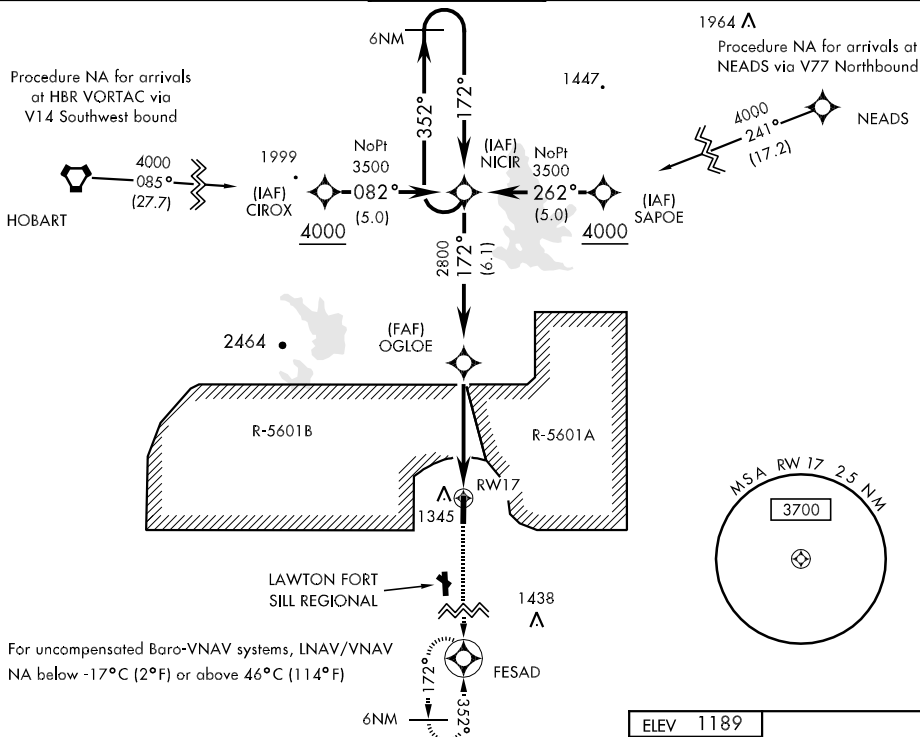
POST TOWER ★  
**124.95 229.4**

GND CON  
**121.7 279.575**

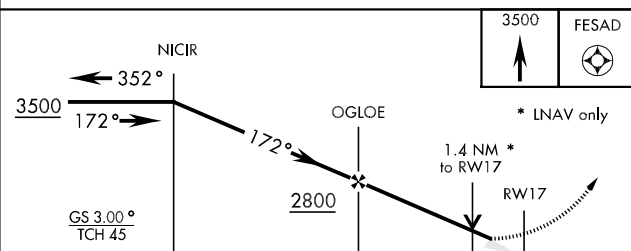
CLNC DEL  
**121.7 279.575**

ASR/PAR

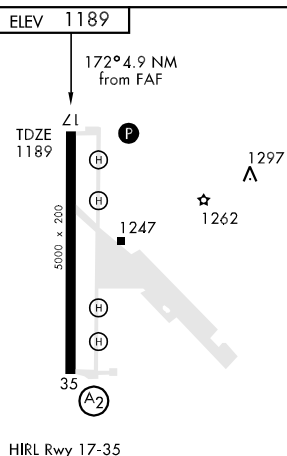
Procedure NA for arrivals  
at HBR VORTAC via  
V14 Southwest bound



For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -17°C (2°F) or above 46°C (114°F)



CATEGORY	A	B	C	D
LNAV/VNAV DA	1742-2		553	(600-2)
LNAV MDA	1680-1	491 (500-1)	1680-1½ 491 (500-1½)	1680-1½ 491 (500-1½)
CIRCLING	1700-1	511 (600-1)	1720-1½ 531 (600-1½)	1740-2 551 (600-2)



APCH CRS <b>352°</b>	Rwy Idg TDZE <b>1187</b> Arpt Elev <b>1189</b>
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AL-230 [USA]

HENRY POST AAF (KFSI)



- \* When ALS inop, increase CAT ABCD vis to 1¼ miles.  
 \*\* When ALS inop, increase CAT AB vis to 1 mile,  
 CAT C vis to 1¼ miles, CAT D vis to 1½ miles.

SALS

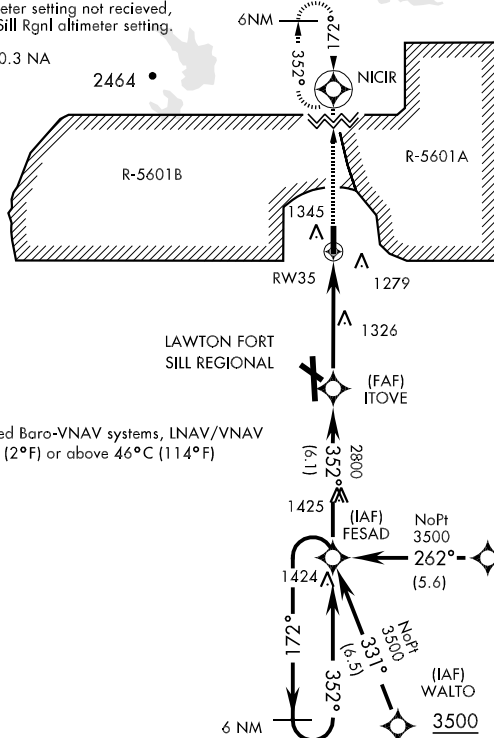


MISSED APPROACH: Climb to  
3500 direct NICIR and hold.

ATIS <b>135.425 354.025</b>	FORT SILL APP CON <b>N127.3 307.275</b> <b>S120.55</b>	POST TOWER * <b>124.95 229.4</b>	GND CON <b>121.7 279.575</b>	CLNC DEL <b>121.7 279.575</b>	ASR/PAR
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When local altimeter setting not received,  
use Lawton-Fort Sill Rgnl altimeter setting.

DME/DME RNP-0.3 NA



For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -17°C (2°F) or above 46°C (114°F)

3500

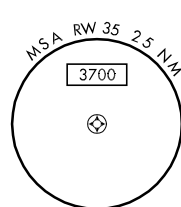
262°

(5.6)

(IAF) TEYUV

3500

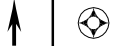
(IAF) WALTO



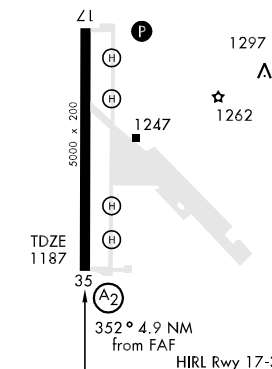
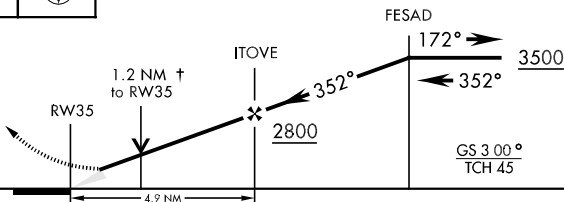
3500

NICIR

† LNAV only



ELEV 1189



CATEGORY	A	B	C	D
LNAV/VNAV * DA	1512-1	325	(400-1)	
LNAV MDA **	1640-¾ 453 (500-¾)	1640-1 453 (500-1)	1640-1¼ 453 (500-1¼)	
CIRCLING	1700-1 511 (600-1)	1720-1½ 531 (600-1½)	1740-2 551 (600-2)	

TDZE  
1187

35

A2

352° 4.9 NM  
from FAF  
HIRL Rwy 17-35

VOR/DME LAW <b>109.4</b> Chan <b>31</b>	APCH CRS <b>174°</b>	Rwy Idg <b>5000</b> TDZE <b>1189</b> Arpt Elev <b>1189</b>
---	-------------------------	--

AL-230 [USA]

HENRY POST AAF (KFSI)

**T** Radar required for holding above 6000',  
or speeds greater than 175 KIAS.

**MISSED APPROACH:** Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS  
135.425 354.025

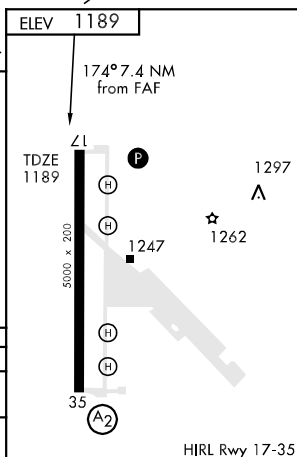
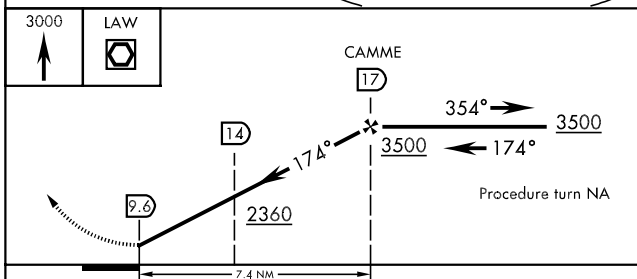
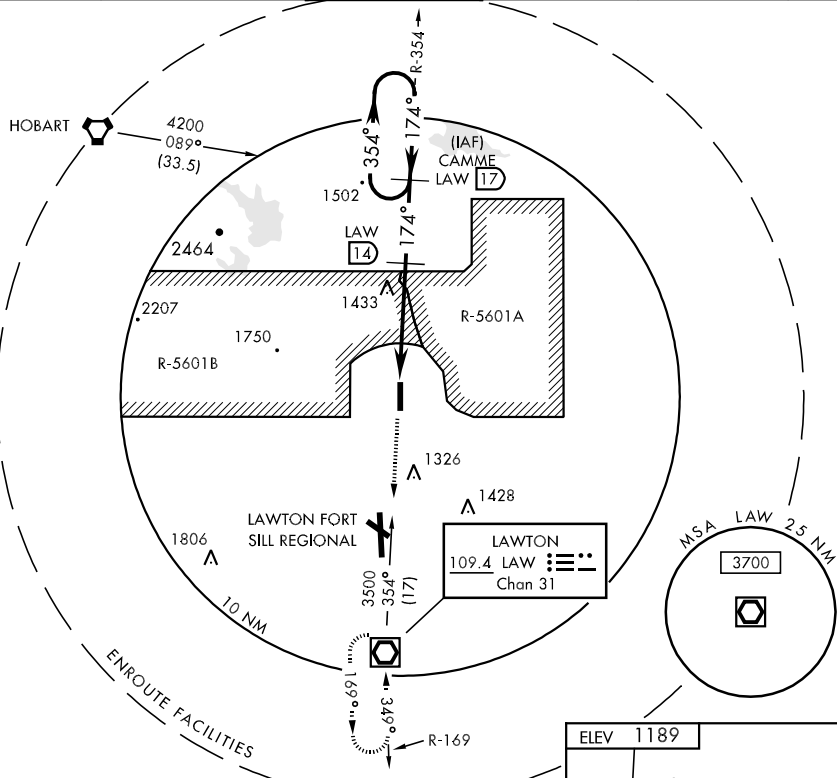
FORT SILL APP CON  
 N127.3 307.275  
 S120.55

POST TOWER ★  
124.95 229.4

GND CON  
121.7 279.5

CLNC DEL  
**121.7 279.575**

ASR/PAR



FORT SILL, OKLAHOMA

34° 39'N-98° 24'W

HENRY POST AAF (KFSI)

Orig-A 10210

VOR/DME RWY 17

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

VOR/DME LAW  
109.4  
Chan 31

APCH CRS  
355°

Rwy Idg  
TDZE  
Arpt Elev  
5000  
1187  
1189

AL-230 [USA]

HENRY POST AAF (KFSI)



MISSED APPROACH: To 4200 out LAW VOR/DME R-353 to APACH INT and hold.

ATIS  
135.425 354.025

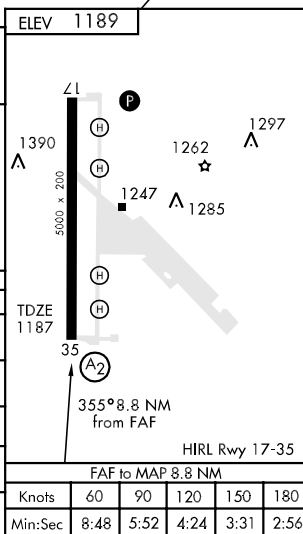
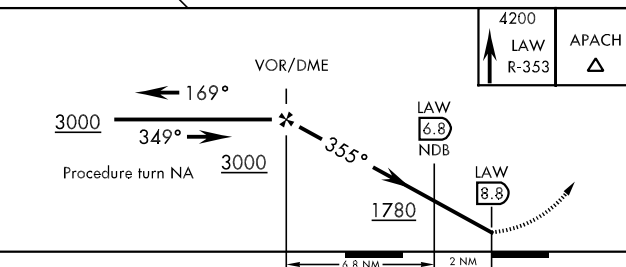
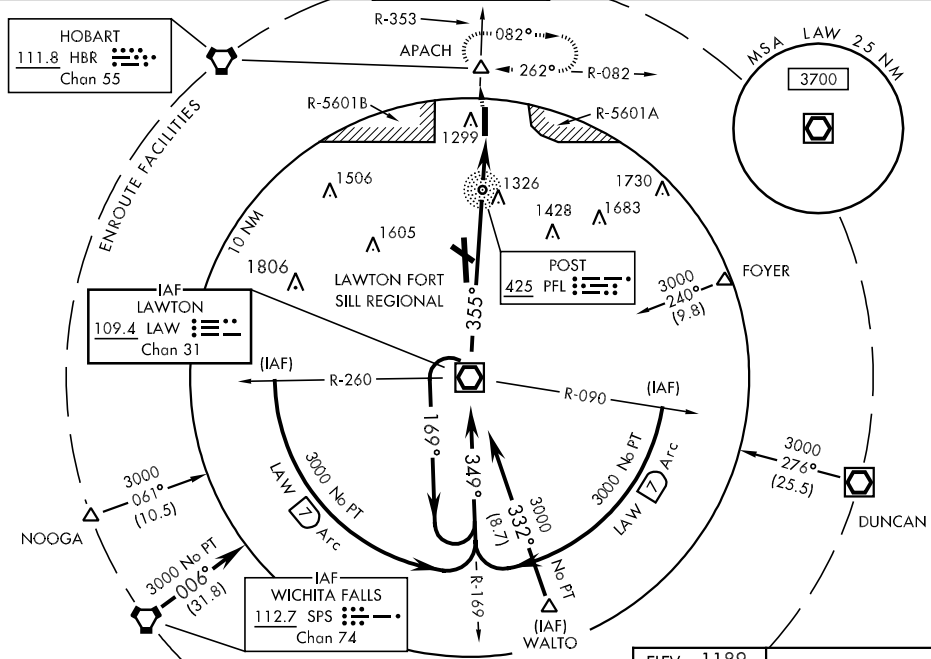
FORT SILL APP CON  
N127.3 307.275  
S120.55

POST TOWER ★  
124.95 229.4

GND CON  
121.7 279.575

CLNC DEL  
121.7 279.575

ASR/PAR



CATEGORY	A	B	C	D
S-35	1780/40 593 (600-3/4)	1780/60 593 (600-1 1/4)	1780-1 1/2 593 (600-1 1/2)	1780-2 591 (600-2)
CIRCLING	1780-1 591 (600-1)	1780-1 1/2 591 (600-1 1/2)	1780-2 591 (600-2)	
DME/PFL NDB MINIMUMS				
S-35	1640/40 453 (500-3/4)	1640/50 453 (500-1)	1640/60 453 (500-1 1/4)	
CIRCLING	1680-1 491 (500-1)	1680-1 1/2 491 (500-1 1/2)	1740-2 551 (600-2)	

**FREDERICK RGNL** (FDR) 3 SE UTC-6(-5DT) N34°21.13' W98°59.03'

DALLAS-FT. WORTH

1258 B FUEL 100LL, JET A NOTAM FILE FDR

H-6H, L-17B

RWY 17-35: H6099X150 (ASPH) S-35, D-50, 2D-100 MIRL 0.3% up N

IAP

RWY 17: PAPI(P4L). TCH 40'. Road. RWY 35: PAPI(P4L). TCH 40'.

RWY 03-21: H4812X60 (CONC) S-30 0.4% up NE

RWY 21: Road.

RWY 12-30: H4578X75 (CONC) S-30

RWY 30: Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†. For fuel after hrs call 580-335-1948. Rwy

12-30 marked to 75' wide, pavement 150' wide. Rwy 12-30 moderate cracking and deterioration. Rwy 03-21

marked to 60' wide, pavement 150' wide. Rwy 03-21 moderate cracking and deterioration. Arpt used as

Sheppard AFB auxiliary: military tfc dalgt Mon-Fri. Ctc UNICOM for advisory. Military tfc will use rgt 360°

overhead apchs to Rwy 17. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** ASOS 132.675 (580) 335-7591.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ **ALTUS APP/DEP CON** 125.1 (Mon-Fri 1430-0830Z† except Federal hols)

**FORT WORTH CENTER APP/DEP CON** 128.4 133.5 (Mon-Fri 0830-1430Z†, Sat-Sun and Federal hols 24 hrs)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPS.

**WICHITA FALLS (H) VORTACW** 112.7 SPS Chan 74 N33°59.24' W98°35.61' 308° 29.2 NM to fld. 1100/10E.

**FREEDOM MUNI** (K77) 1 SE UTC-6(-5DT) N36°45.51' W99°06.12'

WICHITA

1517 NOTAM FILE MLC

L-15C

RWY 12-30: H3000X35 (ASPH)

RWY 12: Trees. RWY 30: Trees.

**AIRPORT REMARKS:** Unattended. Rwy 12-30 edges/thlds unstable. First

300' of Rwy 30 end covered in grass. Broken asph chunks, rocks,

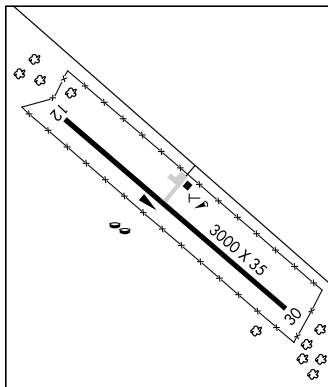
and tall grass on entire surface.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAG.

**MITBEE (H) VORTACW** 115.6 MMB Chan 103 N36°20.62'

W99°52.81' 046° 45.1 NM to fld. 2430/10E. HIWAS.



**GAGE** (GAG) 2 SW UTC-6(-5DT) N36°17.73' W99°46.59'

WICHITA

2223 B NOTAM FILE GAG

H-6H, L-15C

RWY 17-35: H5415X100 (ASPH-PFC) S-4 LIRL (NSTD)

**AIRPORT REMARKS:** Unattended. Arpt CLOSED to jet acft over 12,500

lbs. Ultralight activity on and in vof arpt. Rwy 17-35, Severe block

and alligator cracking with potholes and severe grass

encroachment. Rwy 17-35 NSTD LIRL, lgts +30' from edge of rwy.

ACTIVATE NSTD LIRL Rwy 17-35—123.0.

**WEATHER DATA SOURCES:** ASOS 128.625 (580) 923-7581. HIWAS 115.6

GAG.

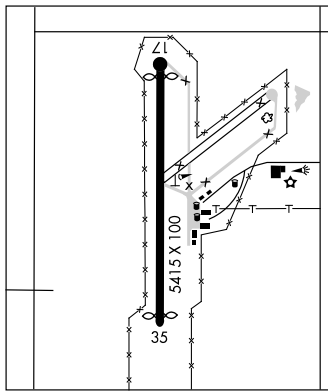
**COMMUNICATIONS:** CTAF 122.9

RCO 122.55 (MC ALESTER RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAG.

**MITBEE (H) VORTACW** 115.6 MMB Chan 103 N36°20.62'

W99°52.81' 110° 5.8 NM to fld. 2430/10E. HIWAS.





WAAS CH <b>56419</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE <b>1238</b> Apt Elev <b>1258</b>
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**RNAV (GPS) RWY 35**

FREDERICK RGNL (FDR)

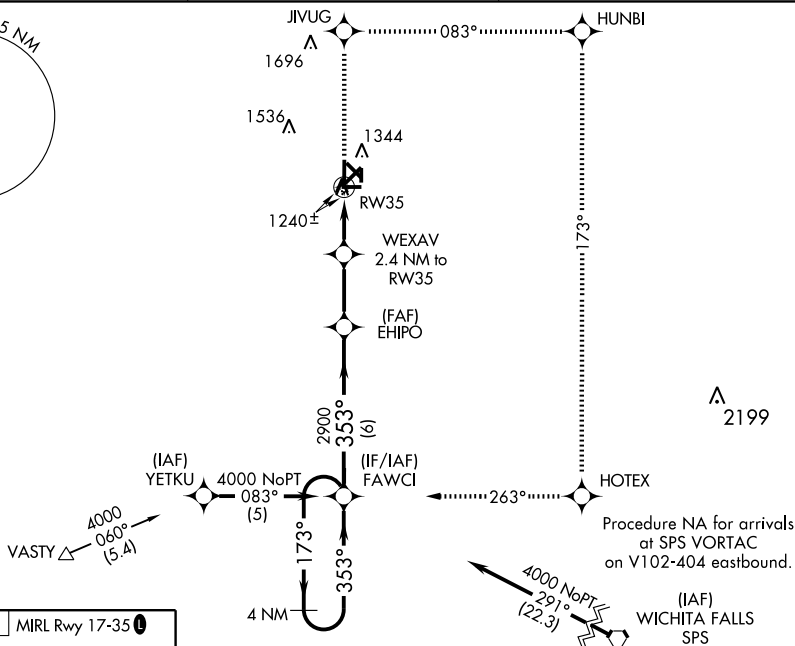
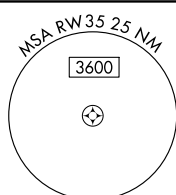
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Vernon altimeter setting. When local altimeter setting not received, use Vernon altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct JIVUG and right turn on track 083° to HUNBI and right turn on track 173° to HOTEX and right turn on track 263° to FAWCI and hold.

ASOS  
**132.675**

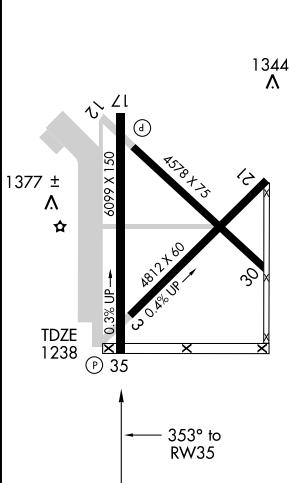
ALTUS APP CON ★  
**125.1 257.725**

UNICOM  
**123.05 (CTAF) 0**



ELEV 1258

MIRL Rwy 17-35 0



4000	JIVUG	HUNBI	HOTEX	FAWCI	4 NM Holding Pattern
↑	tr 083°	tr 173°	tr 263°		
<p>*LNAV only</p> <p>WEXAV 2.4 NM to RW35</p> <p>EHIPO 2900</p> <p>FAWCI 173° → 4000</p> <p>353° ← 353°</p> <p>VGSI and RNAV glidepath not coincident.</p> <p>GS 3.00° TCH 40</p> <p>1 NM 1.4 NM 2.6 NM 6 NM</p>					
CATEGORY	A	B	C	D	
LPV DA	1438-¾ 200 (200-¾)				
LNAV/VNAV DA	1500-1 262 (300-1)				
LNAV MDA	1600-1 362 (400-1)				
CIRCLING	1700-1 442 (500-1)	1720-1 462 (500-1)	1780-1½ 522 (600-1½)	1880-2 622 (700-2)	

**GALLY** N35°17.70' W97°35.32' NOTAM FILE OKC.  
NDB (LOM) 350 RG 347° 5.9 NM to Will Rogers World.

DALLAS—FT WORTH

**GARFY** N36°16.50' W97°47.45' NOTAM FILE WDG.  
NDB (LOM) 341 EI 353° 6.2 NM to Enid Woodring Rgnl. Unmonitored when twr closed.

WICHITA

**GLENPOOL** N35°55.25' W95°58.12' NOTAM FILE RVS.  
(T) VORW/DME 110.6 GNP Chan 43 348° 7.2 NM to Richard Lloyd Jones Jr. 810/6E.

DALLAS—FT. WORTH

L-15E

## GOLDSBY

**DAVID JAY PERRY** (1K4) 1 NE UTC-6(-5DT) N35°09.30' W97°28.22'

DALLAS—FT. WORTH

1168 B S2 FUEL 100LL NOTAM FILE MLC

L-15D

RWY 13-31: H3006X60 (CONC-GRVD) S-30 MIRL 0.4% up NW

IAP

RWY 13: Trees. RWY 31: Trees.

RWY 17-35: H1803X60 (ASPH) S-4 0.4% up N

RWY 17: Trees. RWY 35: Trees.

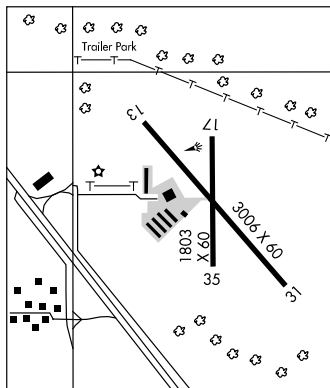
**AIRPORT REMARKS:** Attended Mon-Fri 1600-2200Z+. 24 hour automated fuel servicing system. Coyotes on and in/ov rwy. Ultralight activity on and in/ov arpt. Intensive student training dalgt hrs.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® OKE CITY APP/DEP CON 120.45

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 144° 14 NM to fld. 1230/7E. HIWAS.



**GRANDFIELD MUNI** (101) 3 W UTC-6(-5DT) N34°14.26' W98°44.52'

DALLAS—FT. WORTH

1128 B S4 FUEL 100LL NOTAM FILE MLC

L-17B

RWY 17-35: H3100X75 (ASPH) S-11 MIRL

RWY 17: Fence. RWY 35: Fence.

RWY 08-26: H1540X75 (ASPH)

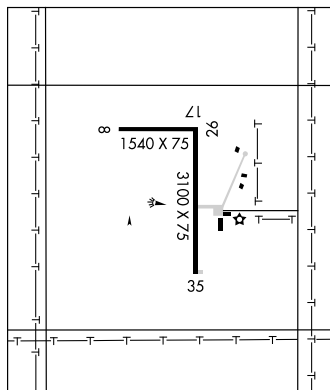
RWY 08: Fence. RWY 26: Fence.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. For fuel call 580-479-5215 Mon-Fri 1400-2230Z+, 580-479-5274 nights and weekends. Tower 1073' AGL 12,000' south southeast of arpt. Tower 1059' AGL 8,500' southeast of arpt. Rotating bcn OTS indef. Rwy 17-35 MIRL OTS indef. ACTIVATE MIRL RWY 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPS.

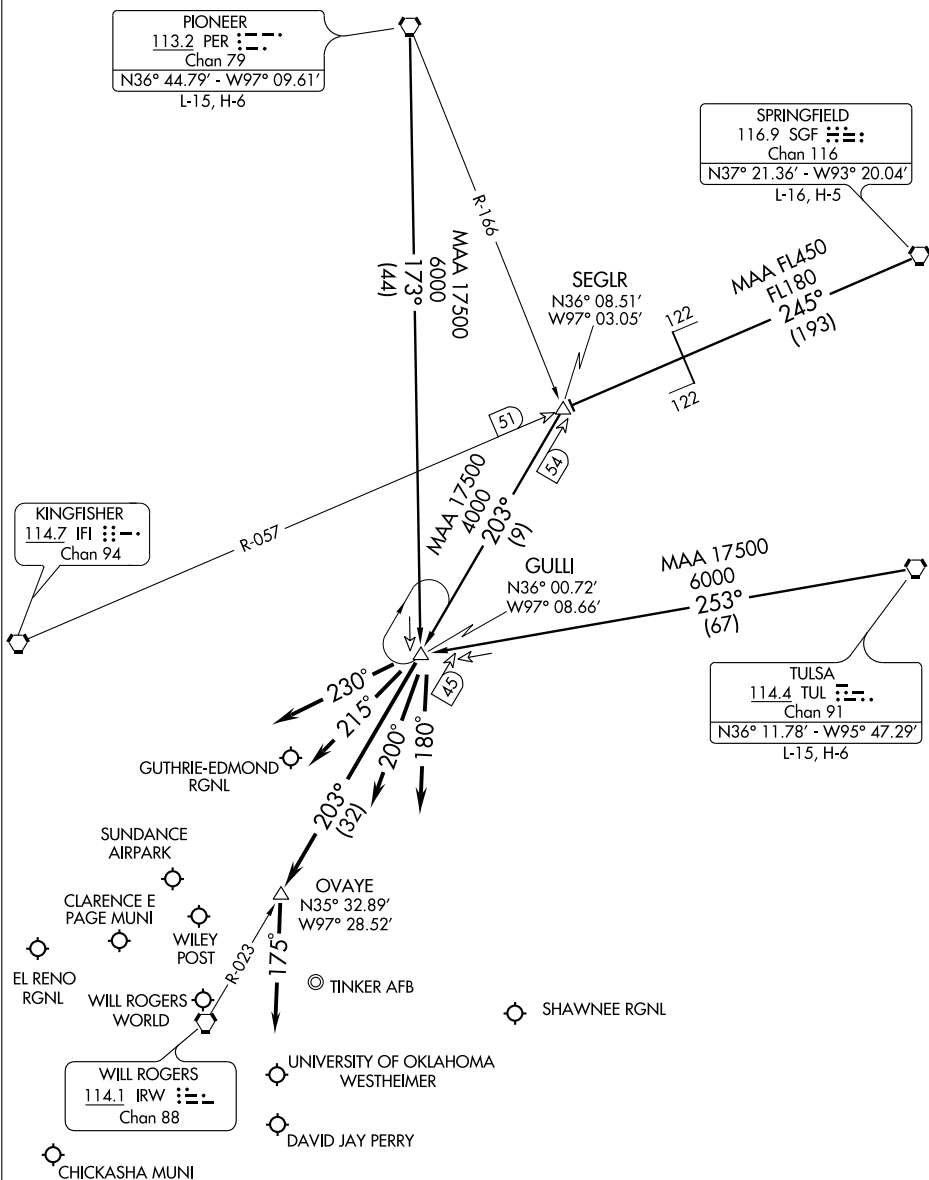
**WICHITA FALLS (H) VORTACW** 112.7 SPS Chan 74 N33°59.24' W98°35.61' 324° 16.7 NM to fld. 1100/10E.



**GRAND LAKE RGNL** (See AFTON)

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

APP CRS **311°**  
 Rwy Idg **3006**  
 TDZE **1167**  
 Apt Elev **1168**

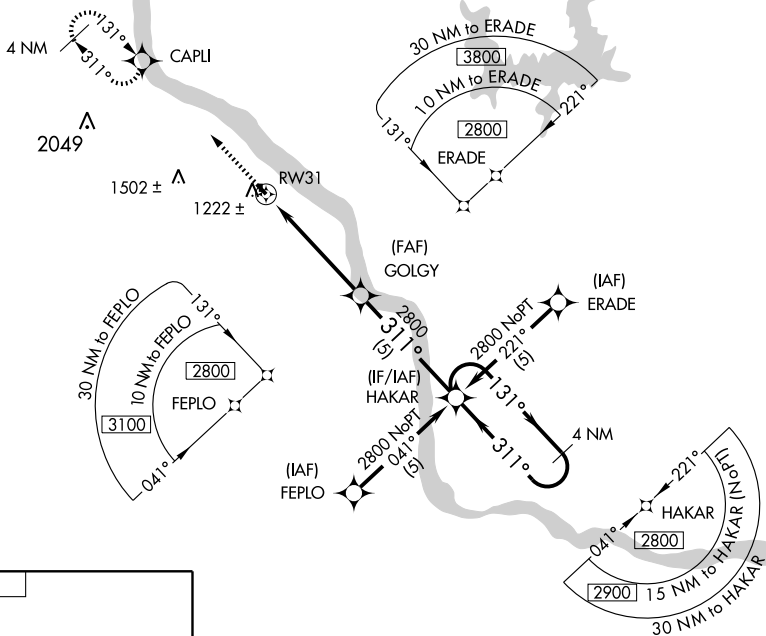
**RNAV (GPS) RWY 31**  
 GOLDSBY/ DAVID JAY PERRY (1K4)

**▲ NA** Use Will Rogers World altimeter setting.  
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
 BARO VNAV NA.

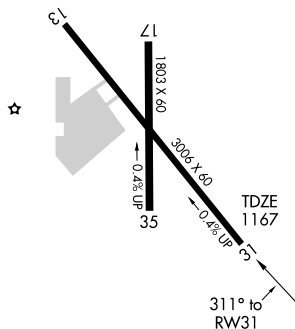
MISSED APPROACH: Climb to 3100 via 311° course to  
 CAPLI and hold.

OKE CITY APP CON  
**120.45 288.325**

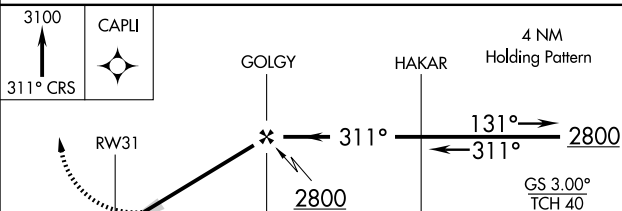
UNICOM  
**122.7 (CTAF)**



ELEV 1168



MIRL Rwy 13-31



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1520-1¼ 353 (400-1¼)			NA
LNAV MDA	1540-1 373 (400-1)			NA
CIRCLING	1660-1¼ 492 (500-1¼)	1700-1¼ 532 (600-1¼)	1700-1½ 532 (600-1½)	NA

VORTAC IRW <b><u>114.1</u></b> Chan <b>88</b>	APP CRS <b>323°</b>	Rwy Idg <b>3006</b> TDZE <b>1167</b> Apt Elev <b>1168</b>
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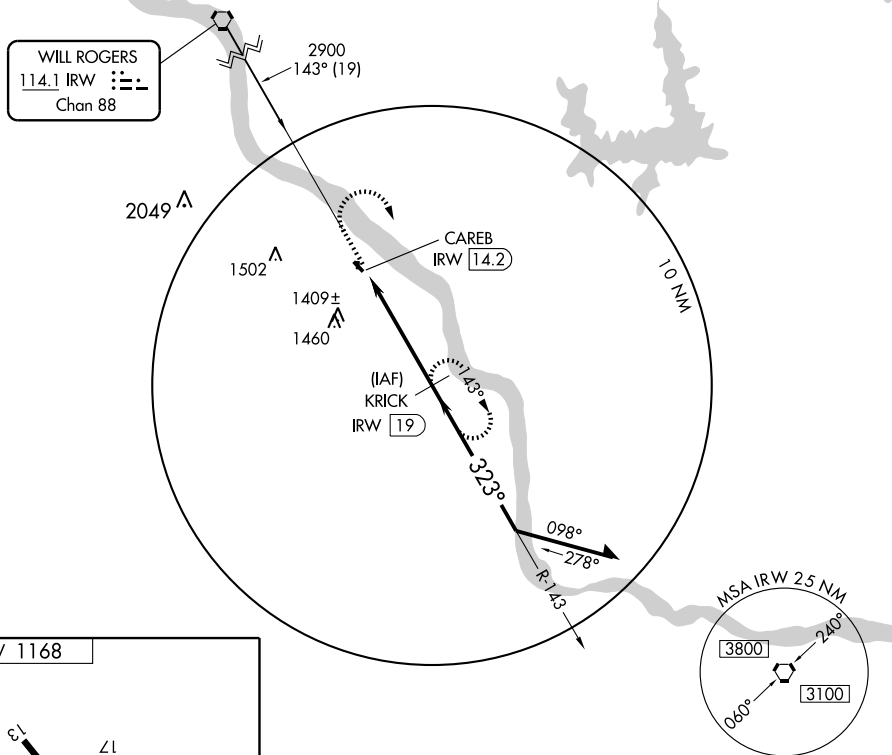
VOR/DME RWY 31  
GOLDSBY/DAVID JAY PERRY (1K4)

**T** Use Will Rogers World altimeter setting.

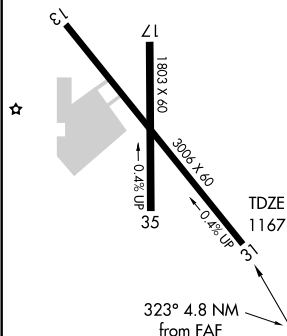
**MISSED APPROACH:** Climb to 2000, then climbing right turn to 2800 via IRW VORTAC R-143 to KRICK/19 DME and hold.

OKC CITY APP CON  
120,45 288,325

UNICOM  
**122,7** (CTAF)



ELEV 1168



MIRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					

[illegible]

GOLDSBY, OKLAHOMA

Amdt 2 08101

GOLDSBY/DAVID JAY PERRY (1K4)

VOR/DME RWY 31

35° 09' N-97° 28' W

SC-1. 21 OCT 2010 to 18 NOV 2010

**GROVE MUNI** (GMJ) 2 NE UTC-6(-5DT) N36°36.41' W94°44.31'

831 B S4 FUEL 100LL, JET A NOTAM FILE GMJ

RWY 18-36: H5200X75 (ASP) S-30 MIRL

RWY 18: PAPI(P4L)—GA 2.75° TCH 26'. Trees.

RWY 36: PAPI(P4L)—GA 2.75° TCH 28'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Arpt unattended

Thanksgiving, Christmas and New Years. Rwy 18 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 119.025 (918) 786-8350. Dewpoint unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.8

® KANSAS CITY CENTER APP/DEP CON 128.8

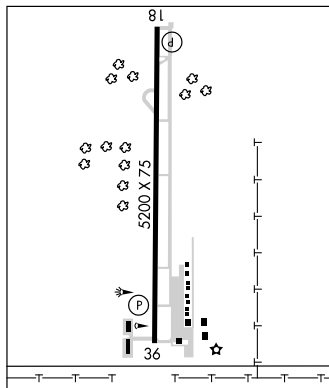
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'  
W94°26.14' 219° 20.3 NM to fld. 1200/7E.

KANSAS CITY

H-6I, L-16F

IAP

**GUNDYS** (See OWASSO)**GUTHRIE-EDMUND RGNL** (GOK) 2 S UTC-6(-5DT) N35°51.08' W97°24.97'

1069 B S4 FUEL 100LL, JET A TPA-1895(826) NOTAM FILE GOK

RWY 16-34: H5001X75 (CONC) S-30, D-48, 2D-78 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Dsplcd thld 200'.

AIRPORT REMARKS: Attended 1200-0000Z†. Ultralight activity on and in/ov arpt. MIRL Rwy 16-34 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 133.975 (405) 282-0478.

COMMUNICATIONS: CTAF/UNICOM 122.8

® OKE CITY APP/DEP CON 124.2

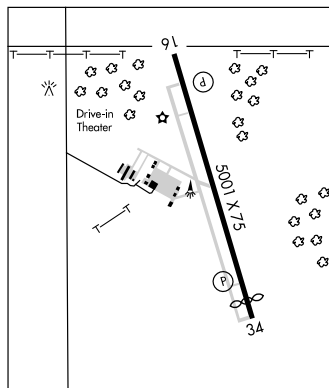
RADIO AIDS TO NAVIGATION: NOTAM FILE MLC

KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N35°48.32'  
W98°00.24' 075° 28.8 NM to fld. 1110/9E.

DALLAS-FT. WORTH

H-6H, L-15D

IAP



WAAS CH <b>58308</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg <b>5200</b> TDZE <b>826</b> Apt Elev <b>831</b>
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# RNAV (GPS) RWY 18

GROVE MUNI (GMJ)

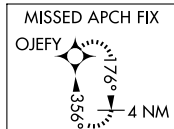
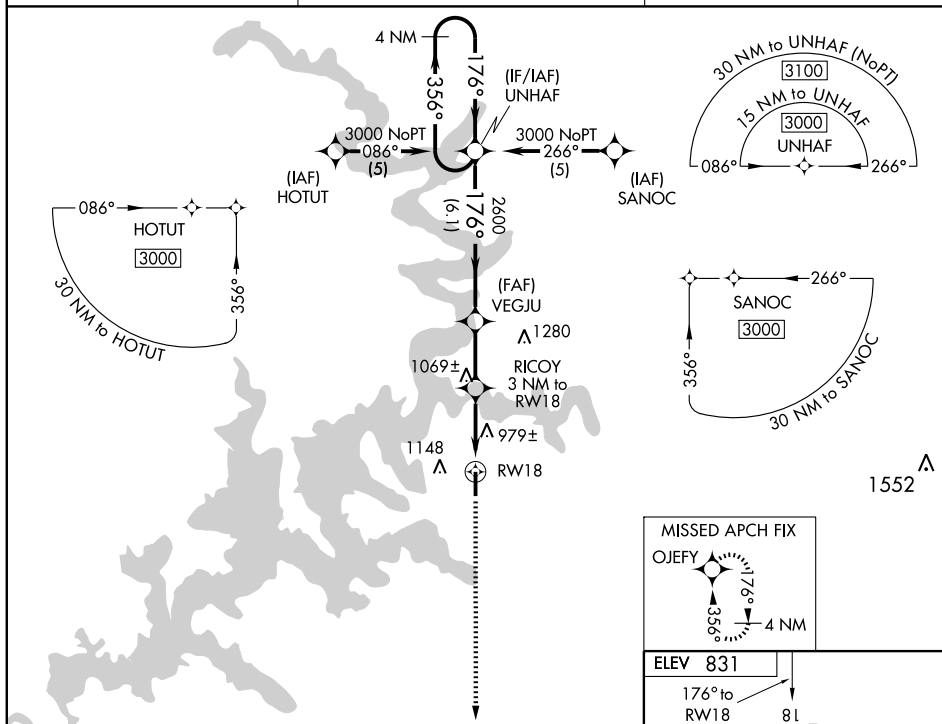
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OJEFY and hold.

AWOS-3  
**119.025**

KANSAS CITY CENTER  
**128.8 354.1**

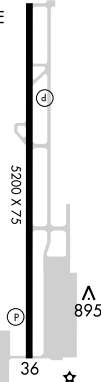
UNICOM  
**122.8** (CTAF)



ELEV 831

176° to  
RW18

8 L  
TDZE  
826

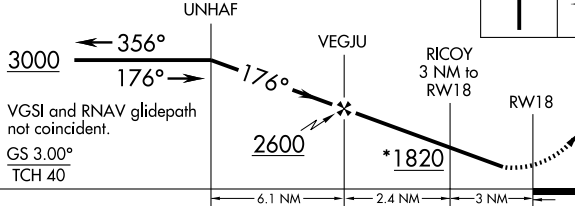


4 NM  
Holding Pattern

\* LNAV only.

3000

OJEFY



CATEGORY	A	B	C	D
LPV DA	1153-1¼	327 (400-1¼)		NA
LNAV/VNAV DA	1346-2	520 (600-2)		NA
LNAV MDA	1240-1	414 (500-1)	1240-1¼ 414 (500-1¼)	NA
CIRCLING	1500-1	669 (700-1)	1500-1¼ 669 (700-1¼)	NA

MIRL Rwy 18-36



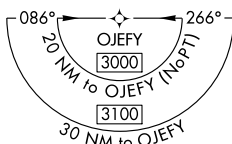
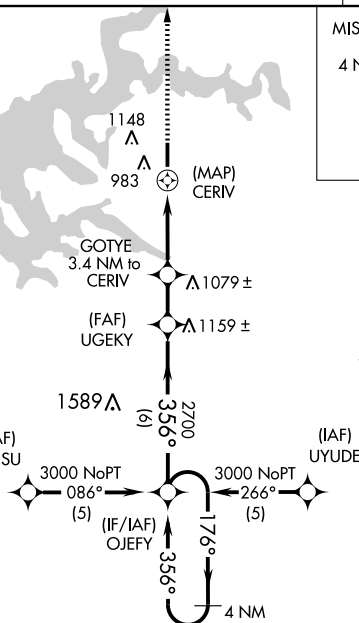
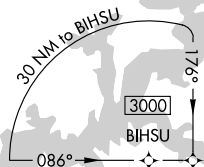
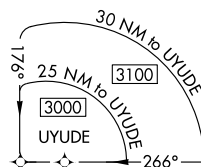
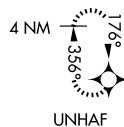
APP CRS  
**356°**Rwy Idg **5200**  
TDZE **830**  
Apt Elev **830****RNAV (GPS) RWY 36**  
GROVE MUNI (GMJ)

DME/DME RNP-0.3 NA.

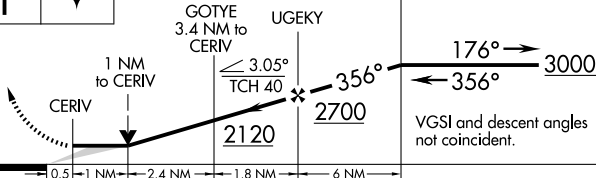
MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

AWOS-3  
**119.025**KANSAS CITY CENTER  
**128.8 354.1**UNICOM  
**122.8 (CTAF)**

MISSED APCH FIX

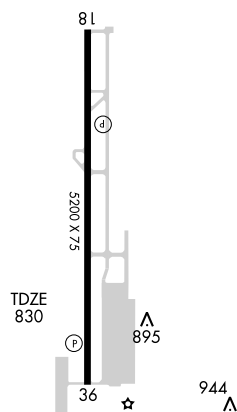


3000 UNHAF

OJEFY  
4 NM Holding Pattern

CATEGORY	A	B	C	D
RNAV MDA	1280-1 450 (500-1)		1280-1½ 450 (500-1½)	NA
CIRCLING	1500-1 670 (700-1)		1500-1½ 670 (700-1½)	NA

ELEV 830



MIRL Rwy 18-36

VOR/DME EOS <b>117.3</b> Chan <b>120</b>	APP CRS <b>219°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>830</b>
--	------------------------	---

# VOR/DME-A

GROVE MUNI (GMJ)



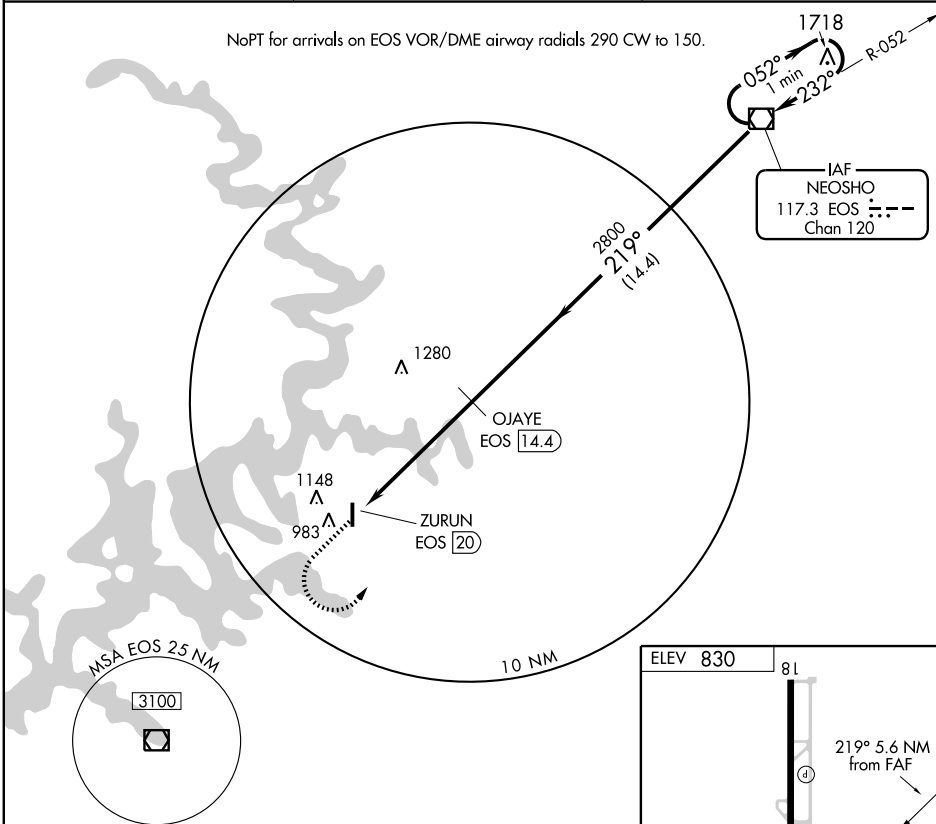
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold.

AWOS-3  
**119.025**

KANSAS CITY CENTER  
**128.8 354.1**

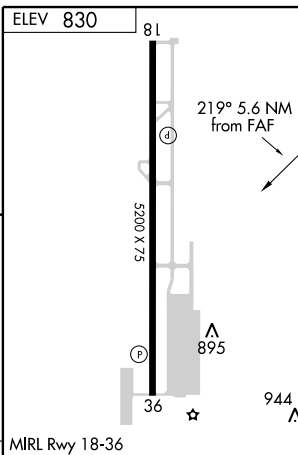
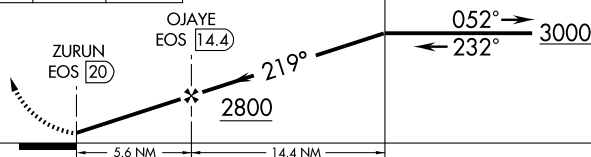
UNICOM  
**122.8** (CTAF)

NoPT for arrivals on EOS VOR/DME airway radials 290 CW to 150.



2000	3000	EOS
↑	↩	117.3

VOR/DME One Minute Holding Pattern



MIRL Rwy 18-36

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1500-1 670 (700-1)	1500-1¼ 670 (700-1¼)	1500-1¾ 670 (700-1¾)	NA	Min:Sec					

**GROVE MUNI** (GMJ) 2 NE UTC-6(-5DT) N36°36.41' W94°44.31'

831 B S4 FUEL 100LL, JET A NOTAM FILE GMJ

RWY 18-36: H5200X75 (ASP) S-30 MIRL

RWY 18: PAPI(P4L)—GA 2.75° TCH 26'. Trees.

RWY 36: PAPI(P4L)—GA 2.75° TCH 28'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Arpt unattended

Thanksgiving, Christmas and New Years. Rwy 18 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 119.025 (918) 786-8350. Dewpoint unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.8

® KANSAS CITY CENTER APP/DEP CON 128.8

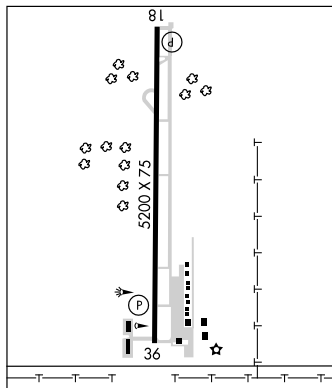
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'  
W94°26.14' 219° 20.3 NM to fld. 1200/7E.

KANSAS CITY

H-6I, L-16F

IAP

**GUNDYS** (See OWASSO)**GUTHRIE-EDMUND RGNL** (GOK) 2 S UTC-6(-5DT) N35°51.08' W97°24.97'

1069 B S4 FUEL 100LL, JET A TPA-1895(826) NOTAM FILE GOK

RWY 16-34: H5001X75 (CONC) S-30, D-48, 2D-78 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Dsplcd thld 200'.

AIRPORT REMARKS: Attended 1200-0000Z†. Ultralight activity on and in/ov arpt. MIRL Rwy 16-34 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 133.975 (405) 282-0478.

COMMUNICATIONS: CTAF/UNICOM 122.8

® OKE CITY APP/DEP CON 124.2

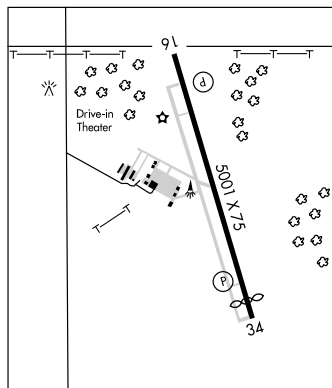
RADIO AIDS TO NAVIGATION: NOTAM FILE MLC

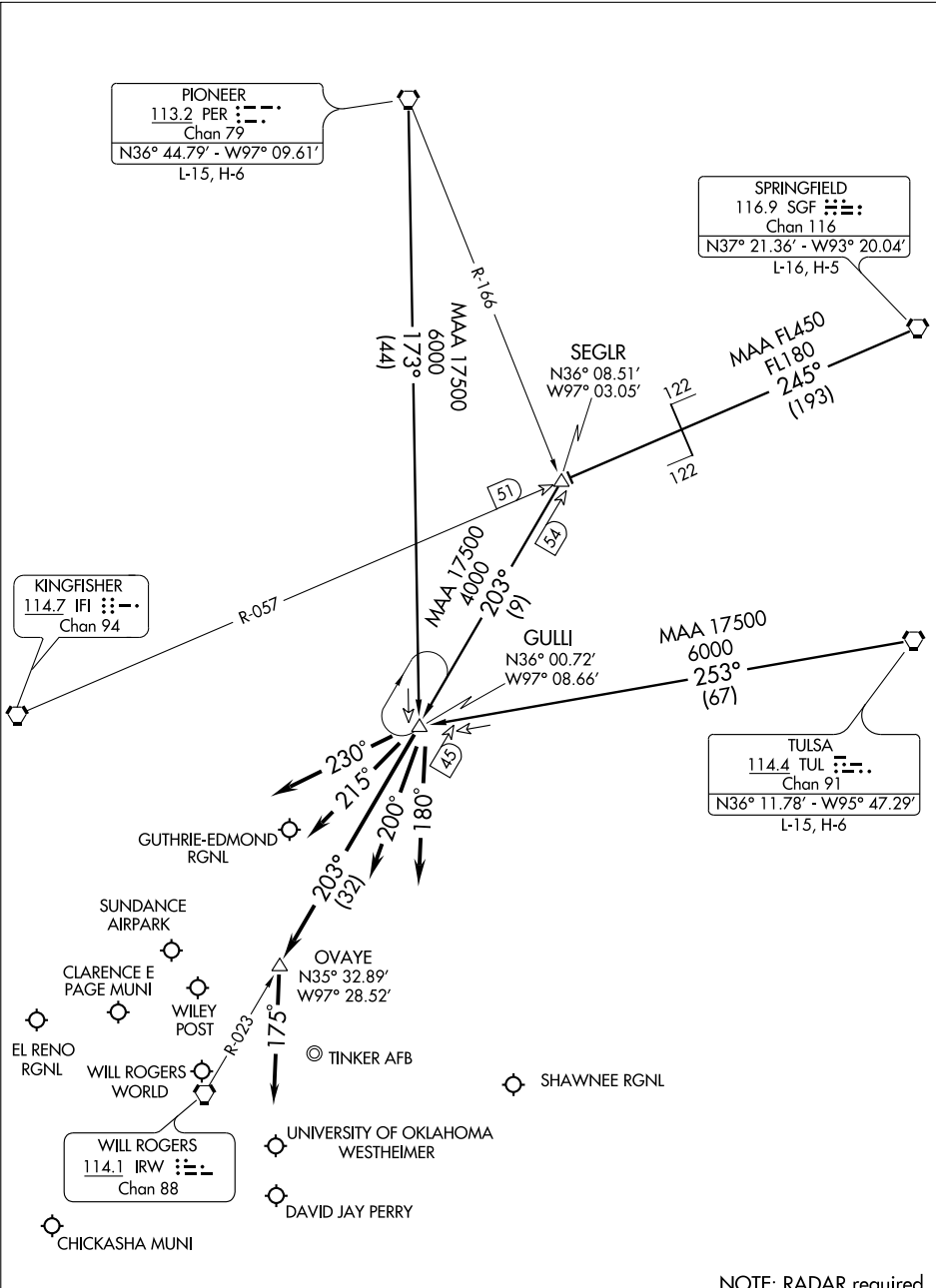
KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N35°48.32'  
W98°00.24' 075° 28.8 NM to fld. 1110/9E.

DALLAS-FT. WORTH

H-6H, L-15D

IAP





NOTE: RADAR required.  
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>56308</b> <b>W16A</b>	APP CRS <b>158°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>1069</b> <b>1069</b>
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## RNAV (GPS) RWY 16

GUTHRIE-EDMOND RGNL (GOK)

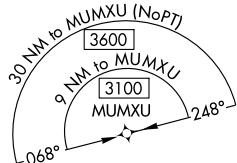
**▽** DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting.  
**▲** When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cals visibility ¼ mile.

MISSED APPROACH: Climb to 3100  
direct HODAM and hold.

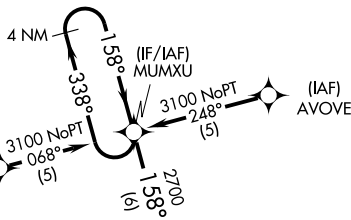
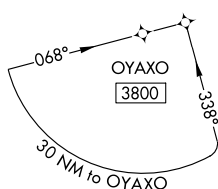
ASOS  
**133.975**

OKE CITY APP CON  
**124.2 336.4**

UNICOM  
**122.8 (CTAF) 0**



2569  
▲



1156±  
▲

▲ 1537

▲ 1649

▲ 1228

▲ 1533

▲ 1398

▲ 2105

1560  
▲

MISSED APCH FIX



ELEV 1069

158° to  
RW16

TDZE  
1069

1130 ☆

5001 x 75

MIRL Rwy 16-34 **0**  
REIL Rws 16 and 34

4 NM Holding Pattern		MUMXU		3100	HODAM
				↑	☆
				*1NM to RW16	
				*LNAV only	
				6 NM	4 NM
CATEGORY	A	B	C	D	
LPV DA	1319-1	250 (300-1)	NA		
LNAV MDA	1420-1	351 (400-1)	NA		
CIRCLING	1540-1	471 (500-1)	NA		

GUTHRIE, OKLAHOMA

Amdt 1 08235

35°51' N-97°25' W

GUTHRIE-EDMOND RGNL (GOK)

RNAV (GPS) RWY 16

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>56607</b> <b>W34A</b>	APP CRS <b>338°</b>	Rwy Idg <b>5001</b> TDZE <b>1069</b> Apt Elev <b>1069</b>
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## RNAV (GPS) RWY 34

GUTHRIE-EDMOND RGNL (GOK)

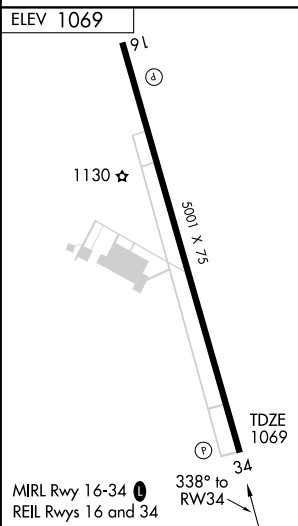
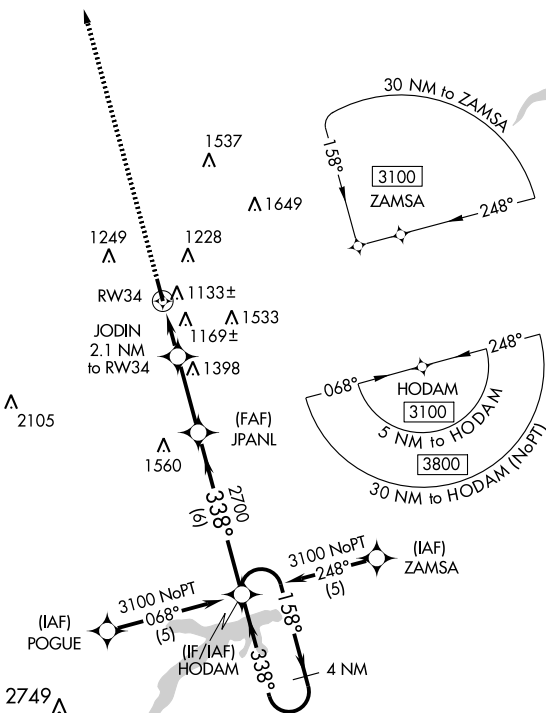
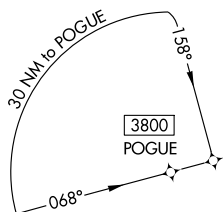
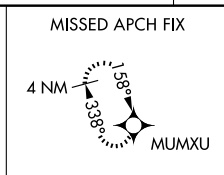
- ▼** DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting.  
**▲** When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

**MISSED APPROACH:** Climb to 3100 direct MUMXU and hold.

ASOS  
133.975

OKC CITY APP CON  
124.2 336.4

UNICOM  
**122.8** (CTAF) **L**



<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>3100</p> </div> <div style="text-align: center;"> <p>MUMXU</p> </div> </div>		<p>JODIN 2.1 NM to RW34</p>		<p>JPANL</p>		<p>HODAM</p>		<p>4 NM Holding Pattern</p>	
<p>*RNAV only</p>		<p>*1 NM to RW34</p>		<p>1760*</p>		<p>338°</p>		<p>158° → 3100 ← 338°</p>	
<p>RW34</p>		<p>1 NM</p>		<p>1.1 NM</p>		<p>2.8 NM</p>		<p>6 NM</p>	
<p>GS 3.00° TCH 45°</p>									
CATEGORY		A		B		C		D	
LPV DA		1319-1	250 (300-1)					NA	
RNAV MDA		1420-1	351 (400-1)					NA	
CIRCLING		1540-1	471 (500-1)					NA	

**GUYMON MUNI** (GUY) 2 W UTC-6(-5DT) N36°41.11' W101°30.47'  
 3123 B S4 **FUEL** 100LL, JET A TPA-4123(1000) NOTAM FILE GUY  
**RWY 18-36:** H5900X100 (ASPH) S-10 MIRL  
**RWY 18:** VASI(V4L)—GA 3.0° TCH 25'. Rgt tfc.  
**RWY 36:** PAPI(P4L)—GA 3.0° TCH 35'. Road.  
**RWY 06-24:** 1795X200 (TURF)

**AIRPORT REMARKS:** Attended Mon-Fri 1300-0030Z+, Sat 1300-0000Z+, Sun 1400-2300Z+. For attendant after hours call 580-338-0481/7700. Ultralights on and invof arpt. Numerous waterfowl invof arpt SR and SS. No tkof on Rwy 06. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.925 (580) 468-1476.

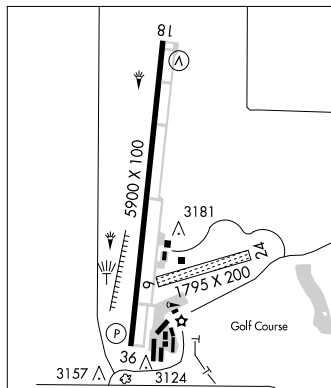
**COMMUNICATIONS:** CTAF/UNICOM 122.7

**KANSAS CITY CENTER APP/DEP CON** 134.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBL.

**LIBERAL (H) VORTACW** 112.3 LBL Chan 70 N37°02.66' W100°58.27' 219° 33.6 NM to fld. 2891/11E. **HIWAS.**

**NDB (MHW)** 275 GUY N36°42.32' W101°30.31' 175° 1.3 NM to fld. NOTAM FILE GUY.



**WICHITA**  
**H-66, L-15B**  
**IAP**

**HADDOCK FLD** (See ERICK)

**HALLIBURTON FLD** (See DUNCAN)

**HARVEY YOUNG** (See TULSA)

**HASKELL** (2K9) 1 NE UTC-6(-5DT) N35°49.97' W95°40.04'

588 **FUEL** 100LL NOTAM FILE MLC

**RWY 17-35:** H3710X30 (ASPH)

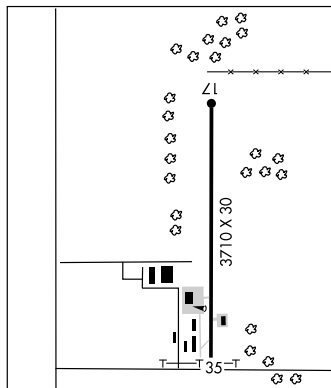
**RWY 17:** Trees. **RWY 35:** Trees.

**AIRPORT REMARKS:** Attended irregularly. Dalgt ops only. Ultralight activity on and invof arpt. Rwy 17 and Rwy 35 ultralights use rgt tfc. Rwy 17 and Rwy 35 small numbers, centerline missing. NOTE: See Special Notices—Model Aircraft Activity.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

**TULSA (H) VORTACW** 114.4 TUL Chan 91 N36°11.78' W95°47.29' 157° 22.6 NM to fld. 770/8E.



**DALLAS-Ft. WORTH**  
**L-15E**

**HATBOX FLD** (See MUSKOGEE)



APP CRS  
357°

Rwy Idg	<b>5900</b>
TDZE	<b>3123</b>
Apt Elev	<b>3123</b>

GPS RWY 36  
GUYMON MUNI (GUY)

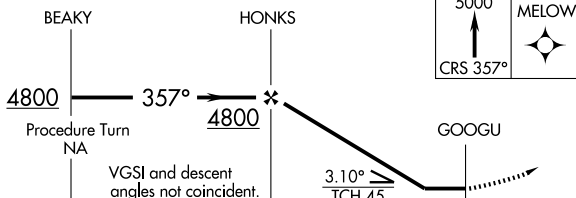
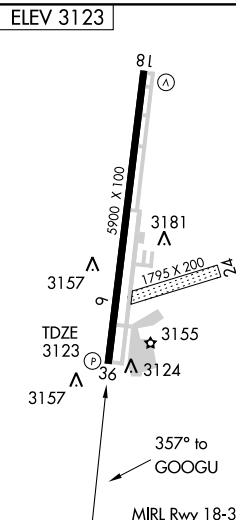
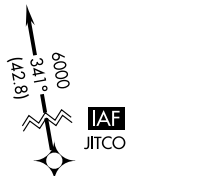
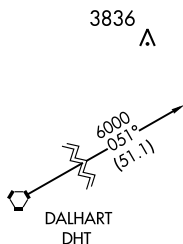
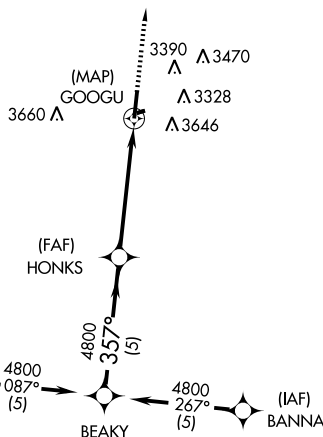
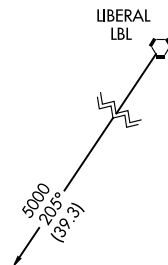


Circling not authorized east of Rwy 18-36.  
ARM APPROACH MODE PRIOR TO IAF.

**MISSED APPROACH:** Climb to 5000  
via 357° course to MELOW WP and hold.

ASOS  
119.925

KANSAS CITY CENTER  
134.0 290.8

UNICOM  
122.7 (CTAF) **L**

	5 NM		5 NM		
CATEGORY	A	B	C	D	
S-36	3540-1	417 (500-1)	3540-1 ¼ 417 (500-1¼)		NA
CIRCLING	3580-1	457 (500-1)	3580-1 ½ 457 (500-1½)		NA

GUYMON, OKLAHOMA  
Orig-A 08325

36° 41'N-101° 30'W

GUYMON MUNI (GUY)  
GPS RWY 36

SC-1. 21 OCT 2010 to 18 NOV 2010

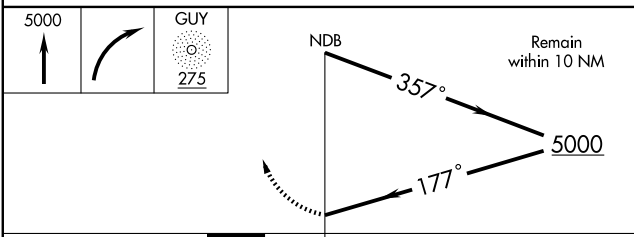
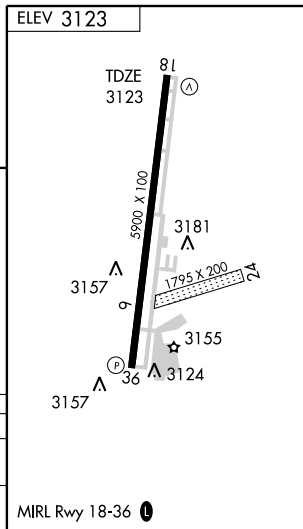
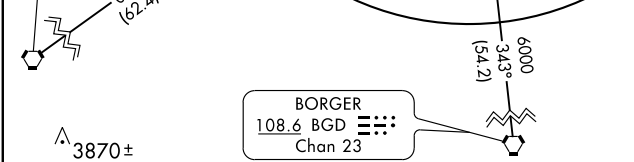
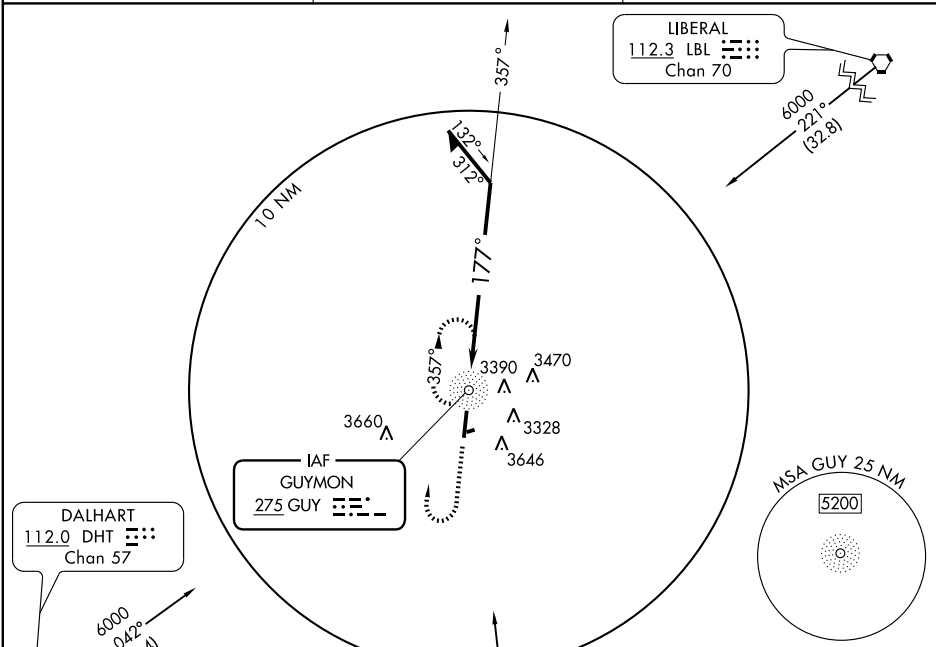
SC-1, 21 OCT 2010 to 18 NOV 2010

NDB GUY <b>275</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>5900</b> <b>3123</b> <b>3123</b>
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# NDB RWY 18

GUYMON MUNI (GUY)

<div><div><div></div><div></div></div><div>NA</div></div> <div>Circling not authorized east of Rwy 18-36.</div>	<div>MISSED APPROACH: Climb to 5000 then right turn direct GUY NDB and hold.</div>	
<div>ASOS</div> <div>119.925</div>	<div>KANSAS CITY CENTER</div> <div>134.0 290.8</div>	<div>UNICOM</div> <div>122.7 (CTAF) ①</div>



CATEGORY	A	B	C	D
S-18	3900-1 777 (800-1)	3900-1¼ 777 (800-1¼)	3900-2¼ 777 (800-2¼)	NA
CIRCLING	3900-1 777 (800-1)	3900-1¼ 777 (800-1¼)	3900-2¼ 777 (800-2¼)	NA

MIRL Rwy 18-36

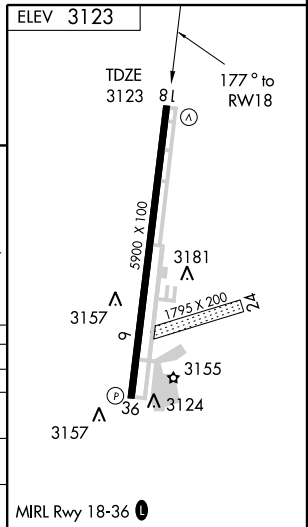
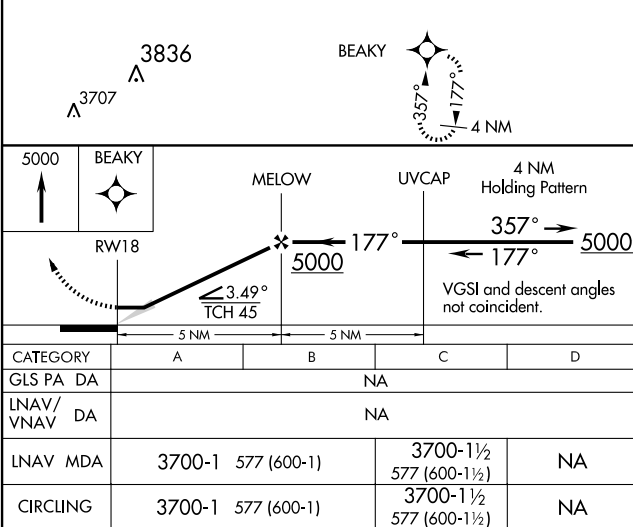
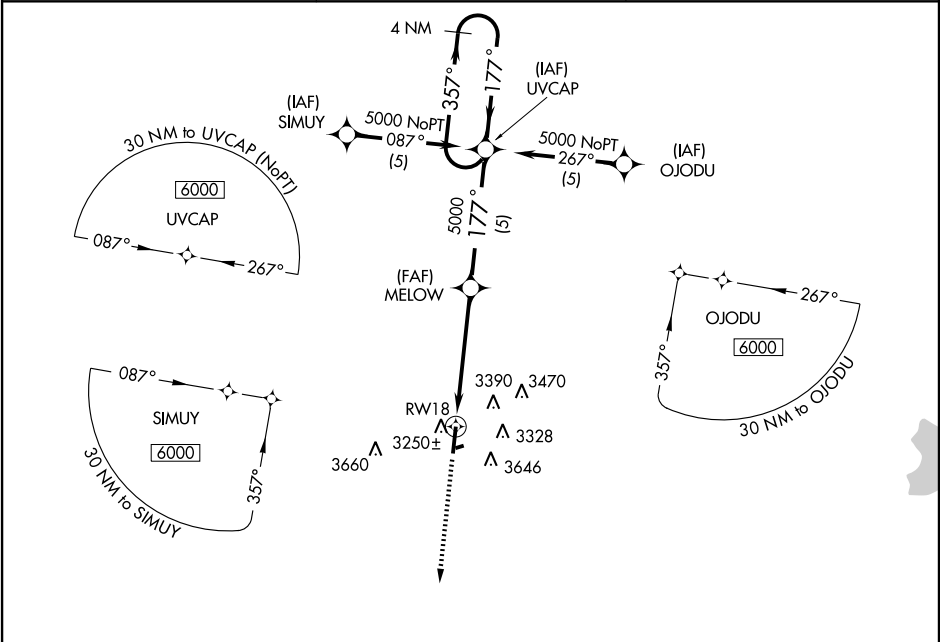
# RNAV (GPS) RWY 18

GUYMON MUNI (GUY)

APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>5900</b> <b>3123</b> <b>3123</b>
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<p><b>▼</b> Circling not authorized east of Rwy 18-36. GPS or RNP-0.3 required.</p> <p><b>▲ NA</b> DME/DME RNP-0.3 not authorized.</p>	<p>MISSED APPROACH: Climb to 5000 direct BEAKY WP and hold.</p>
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ASOS <b>119.925</b>	KANSAS CITY CENTER <b>134.0 290.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
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SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

**HEALDTON MUNI** (F32) 2 NE UTC-6(-5DT) N34°14.96' W97°28.43'

DALLAS-FT. WORTH

956 NOTAM FILE MLC

RWY 17-35: H3000X50 (TURF) S-12.5

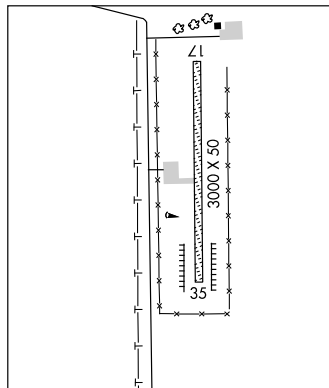
RWY 17: Tree. RWY 35: Tree.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED indef. Turf twy and parking apron muddy when wet.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADM.

**ARDMORE (H) VORTACW** 116.7 ADM Chan 114 N34°12.70' W97°10.09' 273° 15.4 NM to fld. 937/6E.



**HEFNER-EASLEY** (See WAGONER)

**HENRYETTA MUNI** (F1Ø) 3 SW UTC-6(-5DT) N35°24.41' W96°00.95'

DALLAS-FT. WORTH

849 B FUEL 100LL NOTAM FILE MLC

RWY 18-36: H3501X50 (ASPH) S-12 MIRL 0.5% up S

RWY 18: PVASI(P SIL)—GA 3.1° TCH 32'. Trees.

RWY 36: Trees.

**AIRPORT REMARKS:** Attended Tue-Sun 1400-2300Z†. Arpt unattended Thanksgiving and Christmas day. Rwy 18 PVASI OTS indef.

ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® FORT WORTH CENTER APP/DEP CON 132.2

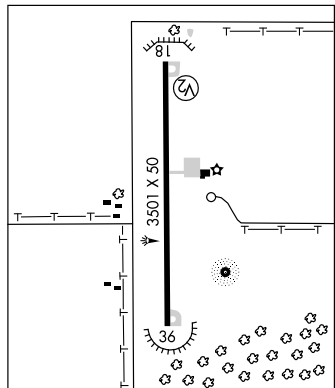
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**MC ALESTER (L) VORTACW** 112.0 MLC Chan 57 N34°50.97' W95°46.94' 333° 35.3 NM to fld. 820/8E. HIWAS.

**NDB (MHW)** 267 HET N35°24.27' W96°00.83' at fld. Unmonitored.

L-6H, 15E

IAP



NDB HET **267**  
 APP CRS **005°**  
 Rwy Idg **3501**  
 TDZE **849**  
 Apt Elev **849**

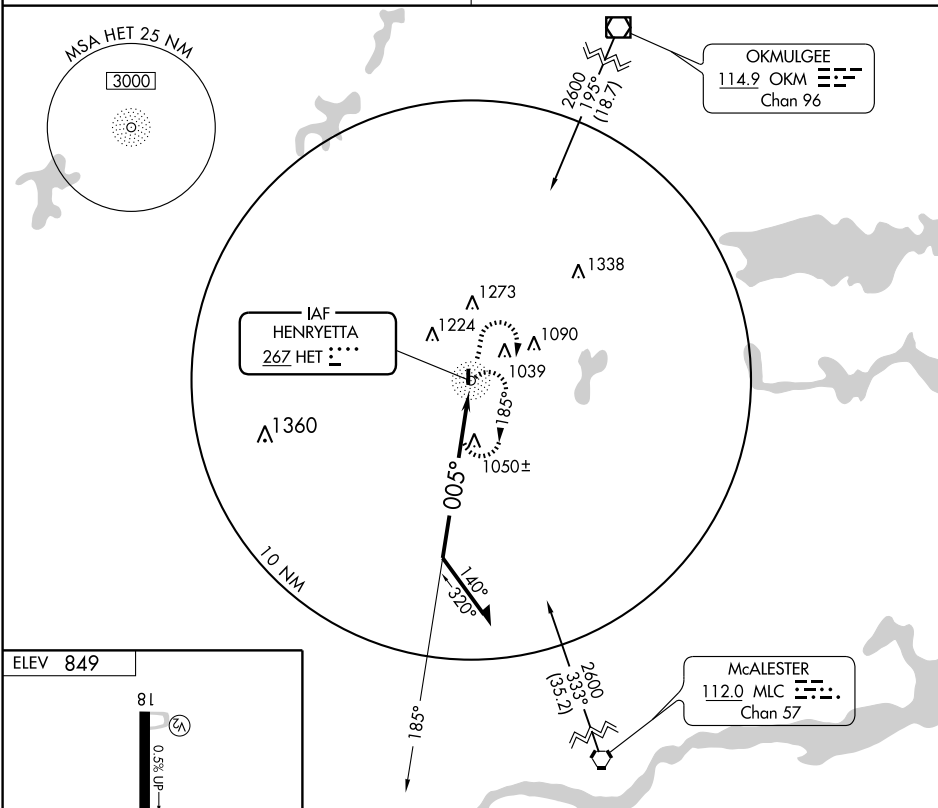
**NDB RWY 36**  
 HENRYETTA MUNI (F10)

▼ Use McAlester Rgnl altimeter setting.  
 ▲ NA

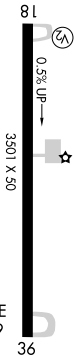
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct HET NDB and hold.

FORT WORTH CENTER  
**132.2 338.35**

UNICOM  
**122.8 (CTAF) 0**



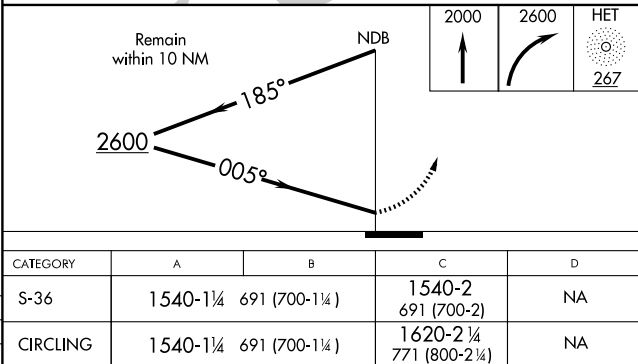
ELEV 849



MIRL Rwy 18-36 0

005° to HET NDB

Knots	60	90	120	150	180
Min:Sec					



APP CRS  
**356°**Rwy Idg **3501**  
TDZE **849**  
Apt Elev **849****RNAV (GPS) RWY 36**

HENRYETTA MUNI (F10)



Use McAlester Rgnl altimeter setting.

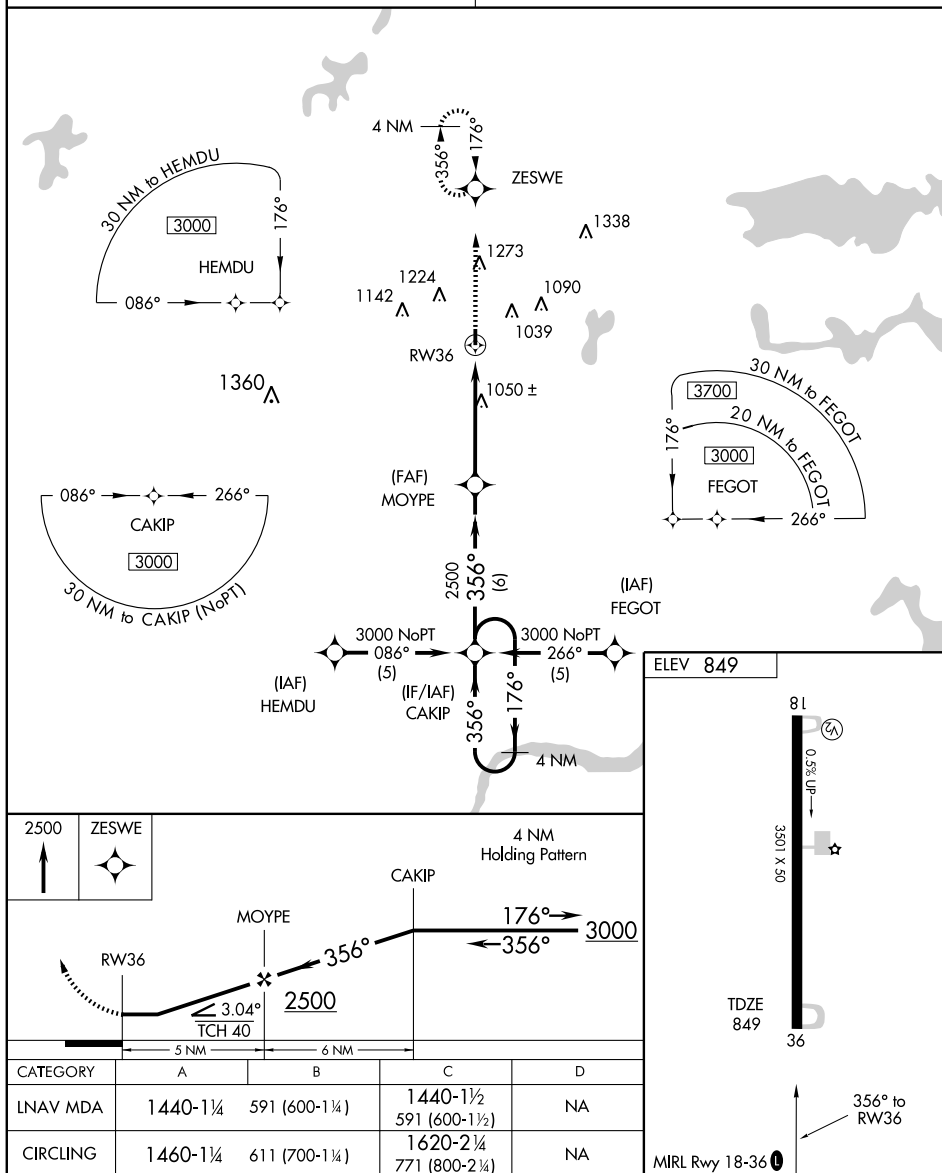


GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct  
ZESWE WPT and hold.FORT WORTH CENTER  
**132.2 338.35**UNICOM  
**122.8 (CTAF) 0**

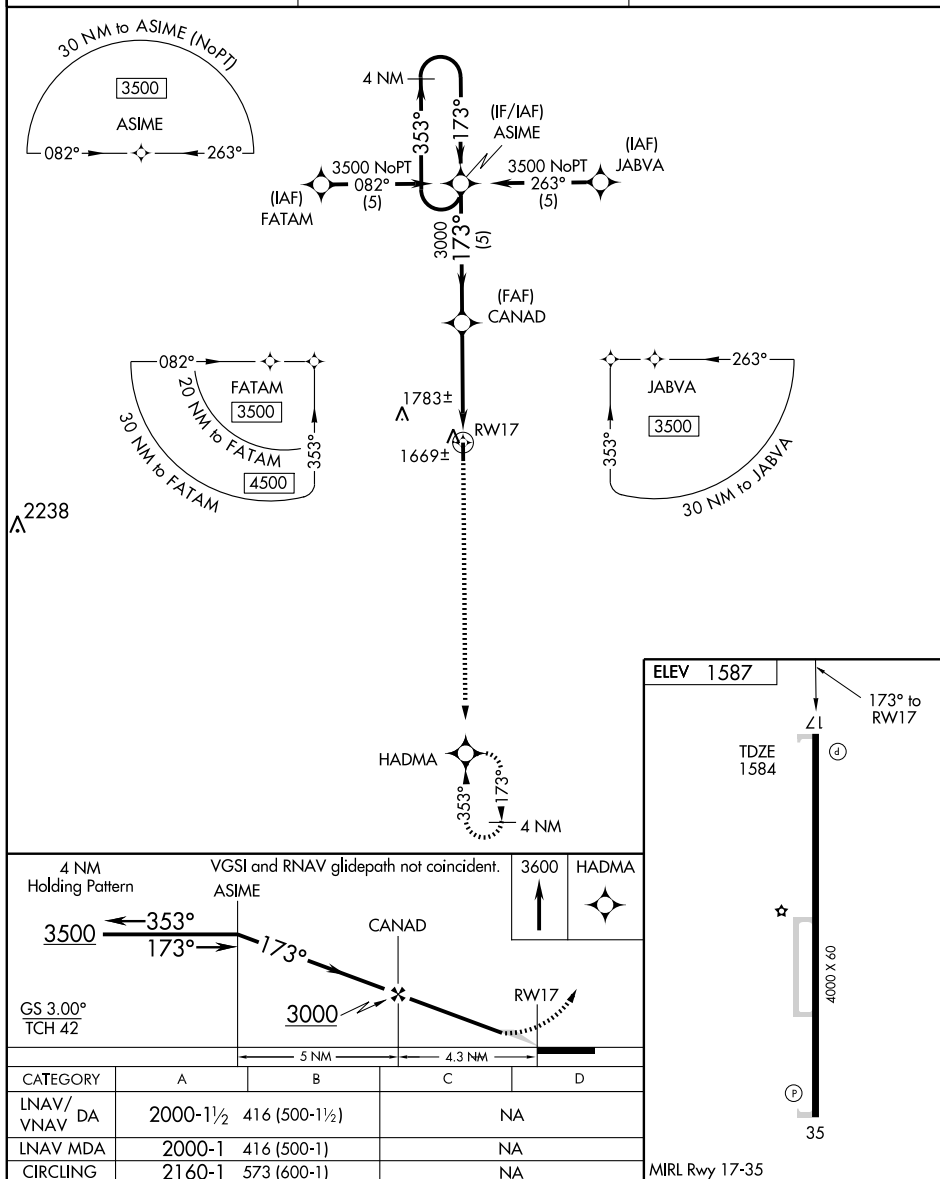
SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010



**HENRY POST AAF** (FORT SILL) (FSI)(KFSI) A 1 SE UTC-6(-5DT) N34°38.99' W98°24.13' **DALLAS-FT. WORTH**  
 1189 B TPA—See Remarks NOTAM FILE FSI Not insp. **H-6H, L-17C**  
**RWY 17-35:** H5001X200 (CONC) PCN 61 R/B/W/T HIRL **DIAP**  
**RWY 17:** PAPI(P4L)—GA 3.0° TCH 42'. **RWY 35:** SALS.  
**MILITARY SERVICE:** LGT ACTIVATE PAPI Rwy 17 on 124.95.Apch and rwy lgt opr on reg to twr or app. **FUEL** J8. Refuel  
 svc avbl 24 hr, ctc Base OPS DSN 639-5808/6160 or C580-442-5808/6160. Other times C580-695-1403.  
 45 min delay without prior notice. **OIL** O-156 **TRAN ALERT** Limited tran svc during normal Base OPS hr,  
 hangar, towing and tie down equipment avbl for acft under 18,000 lbs.  
**MILITARY REMARKS:** RSTD 24 hr PPR all full stop acft. DSN 639-5808/6160 or C580-442-5808/6160. **TFC PAT**  
 TPA—rotary wing 1898(709), fixed wing 2698(1509). **CAUTION** Diagonal Twy C lgts OTS between rwy and parallel  
 twys. **MISC** Base OPS opr Mon-Fri except holidays 1300-0400Z†, DSN 639-5808/6160, C580-442-5808/  
 6160. Wx DSN 639-4000/4887, C580-442-4000/4887. Weather forecast avbl Mon-Fri 1200-0400Z† except  
 holidays. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781-4775, C318-456-4775, Toll Free  
 1-866-223-2398, HTTPS://260WS.Barksdale.AF.MIL/. Wx obsn automated continuously. Wx obsn augmented  
 (as required) during hrs Wx forecast avbl. Wx obsn visibility ltd to 0.25 SM N and NE when sfc wx obsn visibility  
 sensor augmented. KFSI AUTO Wx Obsn (voice message) 24 hrs DSN 639-7021, C580-442-7021. All inbound  
 VIP acft ctc PTD 20 min prior landing, fax DSN 639-7928/5643. Winds are accurate to within only +/- 4 kts.  
**COMMUNICATIONS:** ATIS 135.425 354.025 **PTD** 123.05 376.7  
**(R) RCT SILL APP/DEP CON** 120.55 322.4 (S Sector) 127.3 307.275 (N Sector) 118.6 290.375 (Duncan Sector VFR ft  
 following avbl)  
**POST TOWER** 124.95 229.4 (Mon-Fri 1300-0400Z†, except holidays) **POST GND CON/CLNC DEL** 121.7 279.575  
**PMSV METRO** 306.5 (Svc avbl Mon-Fri 1200-0400Z†, except holidays)  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAW.  
**LAWTON (L) VORW/DME** 109.4 LAW Chan 31 N34°29.77' W98°24.79' 354° 9.2 NM to fld. 1104/9E.  
**POST NDB (MHW)** 425 PFL N34°36.53' W98°24.23' 354° 2.5 NM to fld. NOTAM FILE MLC.  
**TRAIL NDB (MHW)** 388 OFZ N34°46.88' W98°24.14' 171° 7.9 NM to fld. NOTAM FILE MLC.  
**ASP/PAR**  
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

**HINTON MUNI** (208) 2 NE UTC-6(-5DT) N35°30.43' W98°20.54' **DALLAS-FT. WORTH**  
 1587 B **FUEL** 100LL NOTAM FILE MLC **L-15D**  
**RWY 17-35:** H4000X60 (ASPH) MIRL **IAP**  
**RWY 17:** PAPI(P2L)—GA 3.0° TCH 40'. **RWY 35:** PAPI(P2L)—GA 3.0° TCH 40'.  
**AIRPORT REMARKS:** Attended May-Sep 1400-2300Z†, Oct-Apr 1500-0000Z†. Fuel avbl 24 hrs with automated credit  
 card system. Parachute Jumping. Parachute jumping and glider activity on and invof arpt. Rwy 17 and Rwy 35  
 PAPI OTS indef.  
**COMMUNICATIONS:** CTAF/UNICOM 123.05  
**FORT WORTH CENTER APP/DEP CON** 128.4  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.  
**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 284° 37.0 NM to fld.  
 1230/7E. **HIWAS.**

APP CRS  
**173°**Rwy Idg **4000**  
TDZE **1584**  
Apt Elev **1587****RNAV (GPS) RWY 17**  
HINTON MUNI (208)**▲ NA** Baro-VNAV NA. DME/DME RNP-0.3 NA.  
Use Weatherford altimeter setting; when not received procedure NA.MISSED APPROACH: Climb to  
3600 direct HADMA and hold.WEATHERFORD AWOS-3  
**118.575**FORT WORTH CENTER  
**128.4 269.375**UNICOM  
**123.05 (CTAF)**



APP CRS  
**353°**Rwy Idg **4000**  
TDZE **1587**  
Apt Elev **1587****RNAV (GPS) RWY 35**

HINTON MUNI (208)

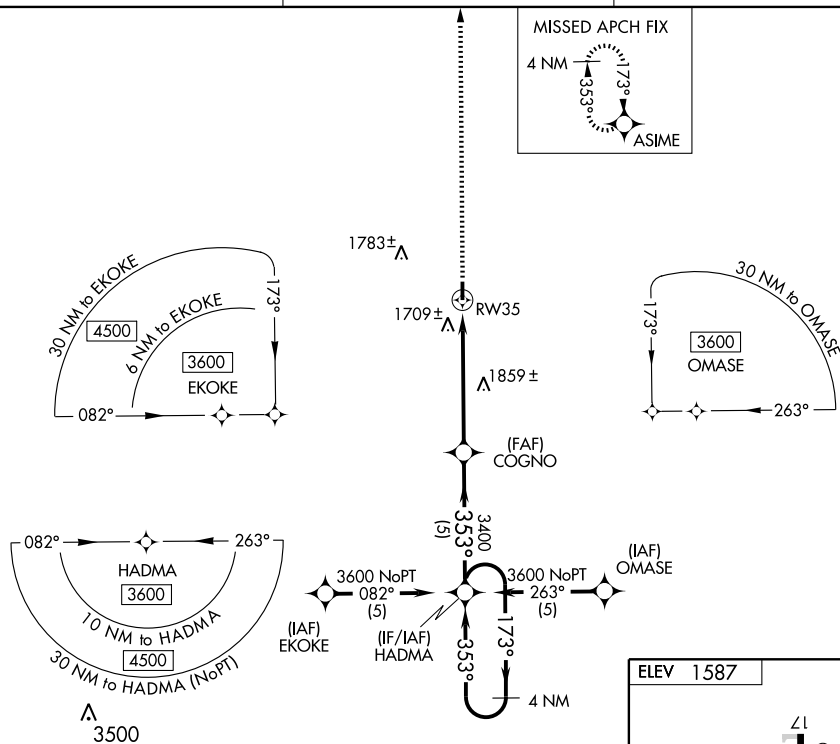
**▲ NA** Baro-VNAV NA. DME/DME RNP-0.3 NA.  
Use Weatherford altimeter setting; when not received procedure NA.

**MISSED APPROACH:** Climb to  
3500 direct ASIME and hold.

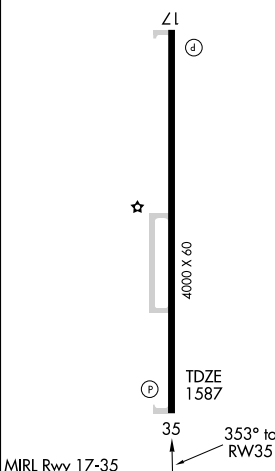
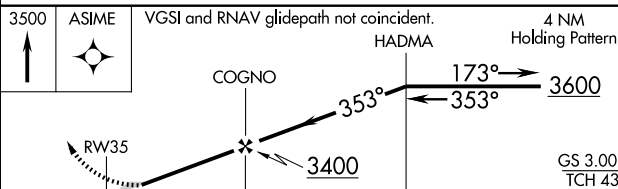
WEATHERFORD AWOS-3  
**118.575**

FORT WORTH CENTER  
**128.4 269.375**

UNICOM  
**123.05 (CTAF)**



ELEV 1587



**HOBART RGNL** (HBR) 3 SE UTC-6(-5DT) N34°59.48' W99°03.08'

1563 B S4 **FUEL** 100LL, JET A+ NOTAM FILE HBR

**Rwy 17-35:** H5507X100 (ASPH) S-20 MIRL 0.4% up S

**Rwy 17:** PAPI(P4L)—GA 3.0° TCH 35'. Road.

**Rwy 35:** PAPI(P4L)—GA 3.0° TCH 42'.

**Rwy 03-21:** H5297X150 (ASPH) S-9.4 0.4% up SW

**Rwy 12-30:** H5295X150 (ASPH) S-9.4

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Jet A+ fuel avbl 24 hr self svc with major credit card. For arpt attendant after hrs call 580-471-0964. Fuel avbl 24 hr self service with major credit card. Rwy 03-21 CLOSED indef. Rwy 12-30 CLOSED indef. Rwy 03-21 and Rwy 12-30 rough due to severe cracking and grass encroachment on sfc. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** ASOS 133.325 (580) 726-6651.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RCO 122.2** (MCALESTER RADIO)

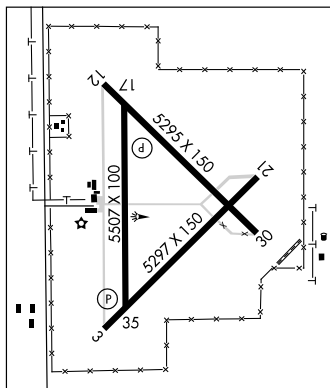
**(R) ALTUS APP/DEP CON 125.1** (Mon-Fri 1430-0830Z† except Federal holidays)

**FORT WORTH CENTER APP/DEP CON 128.4 133.5** (Mon-Fri 0830-1430Z†, Sat-Sun and Federal holidays 24 hrs)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HBR.

**(L) VORTACW 111.8** HBR Chan 55 N34°51.99' W99°03.80' 355° 7.5 NM to fld. 1472/10E.

VOR portion unusable 080°-120° byd 30 NM blo 4,000'. DME unusable 080°-090° byd 25 NM blo 4,500', 100°-112° byd 25 NM blo 4,500', 240°-270° byd 25 NM blo 4,500'.



**HOLDENVILLE MUNI** (F99) 1 NW UTC-6(-5DT) N35°05.15' W96°25.00'

861 B NOTAM FILE MLC

**Rwy 17-35:** H3251X100 (CONC) S-30, D-42 MIRL

**Rwy 17:** Trees. **Rwy 35:** P-line.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Ultralights on and in/ov arpt. 125' AGL silo, .3 NM west Rwy 35 thld. Rwy 17-35 surface severe cracking, spalling and deterioration.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**FORT WORTH CENTER APP/DEP CON 132.2**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**MC ALESTER (L) VORTACW 112.0** MLC Chan 57 N34°50.97' W95°46.94' 287° 34.3 NM to fld. 820/8E. **HIWAS.**

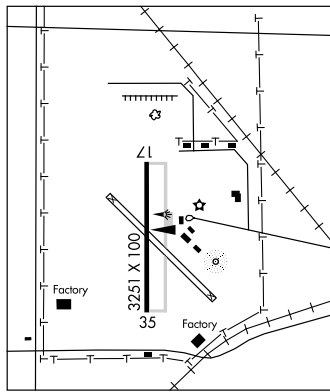
**NDB (MHW) 411** HDL N35°05.12' W96°24.82' at fld.

Unmonitored.

**DALLAS-FT. WORTH**

**L-17D**

**IAP**



WAAS CH <b>99417</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE <b>5507</b> Apt Elev <b>1563</b>
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# RNAV (GPS) RWY 17

HOBERT RGNL (HBR)

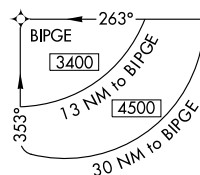
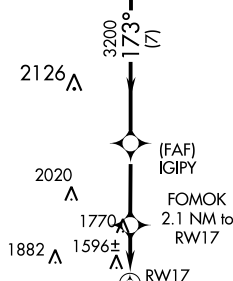
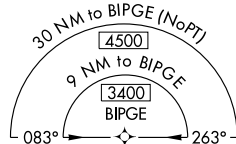
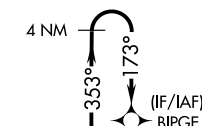
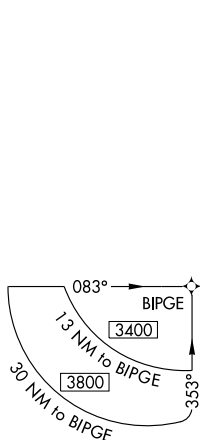
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain altimeter setting. VDP NA with Altus/Quartz Mountain altimeter setting.

MISSED APPROACH:  
Climb to 4000 direct DOMLE  
and hold.

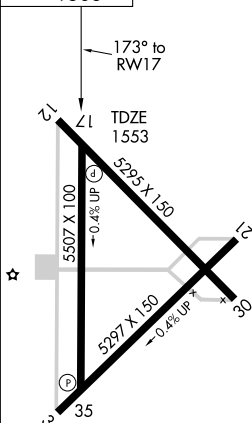
ASOS  
**133.325**

ALTUS APP CON ★  
**125.1 257.725**

UNICOM  
**122.8 (CTAF) ①**

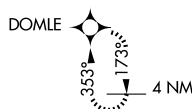


ELEV 1563



MIRL Rwy 17-35 ①

MISSED APCH FIX



4000	DOMLE	FOMOK 2.1 NM to RW17	IGIPY 3200	BIPGE 3400	4 NM Holding Pattern
*LNAV only	*1.6 NM to RW17	*2240	3200	353°	173°
1.6	0.5	2.9 NM	7 NM		
CATEGORY	A	B	C	D	
LPV DA	1803-1	250 (300-1)			
LNAV/VNAV DA	1900-1 ¼	347 (400-1 ¼)			
LNAV MDA	2080-1 527 (600-1)	2080-1 ½ 527 (600-1 ½)	2080-1 ¾ 527 (600-1 ¾)		
CIRCLING	2080-1 517 (600-1)	2080-1 ½ 517 (600-1 ½)	2120-2 557 (600-2)		

WAAS CH <b>53417</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg <b>5507</b> TDZE <b>1561</b> Apt Elev <b>1563</b>
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# RNAV (GPS) RWY 35

HOBBART RGNL (HBR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV all Cts visibility ¼ mile, LNAV/VNAV all Cts visibility ½ mile and LNAV Cts C and D visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting. VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

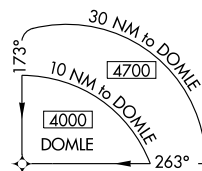
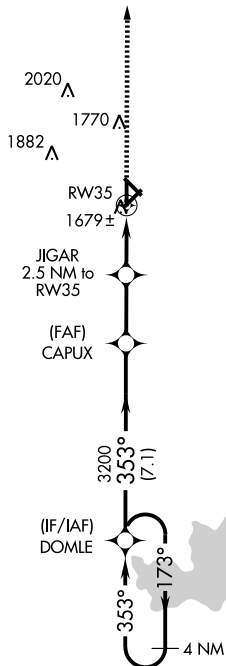
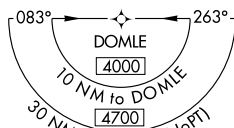
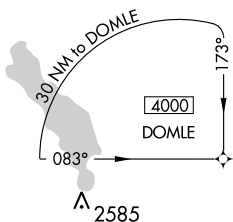
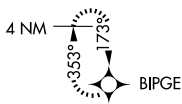
MISSED APPROACH:  
Climb to 3400 direct BIPGE and hold.

ASOS  
**133.325**

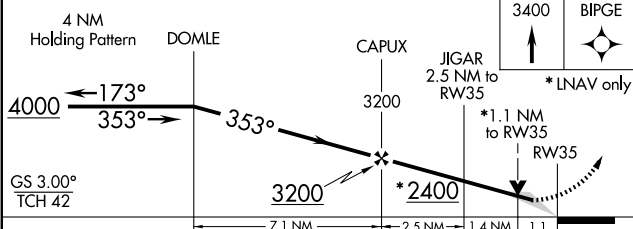
ALTUS APP CON★  
**125.1 257.725**

UNICOM  
**122.8 (CTAF) ①**

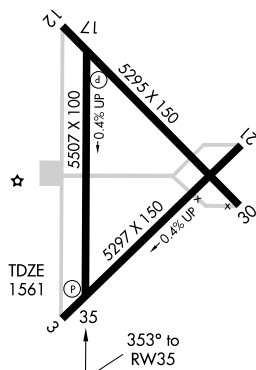
MISSED APCH FIX



ELEV 1563



CATEGORY	A	B	C	D
LPV DA	1811-1	250 (300-1)		
LNAV/VNAV DA	1949-1¼	388 (400-1¼)		
LNAV MDA	1940-1	379 (400-1)	1940-1½ 379 (400-1½)	1940-2 379 (400-2)
CIRCLING	1980-1 417 (500-1)	2020-1 457 (500-1)	2020-1½ 457 (500-1½)	2120-2 557 (600-2)



MIRL Rwy 17-35 ①

VORTAC HBR <b>111.8</b> Chan <b>55</b>	APP CRS <b>354°</b>	Rwy Idg TDZE Apt Elev <b>1561</b> <b>1564</b>
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# VOR RWY 35

HOBERT RGNL (HBR)

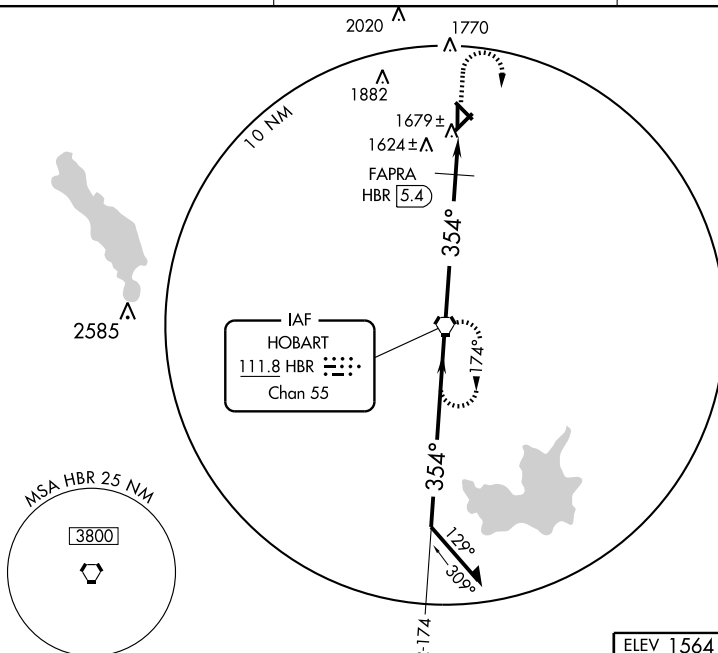
**⚠** When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility ¼ mile, FAPRA fix minimums S-35 Cat D visibility ¼ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

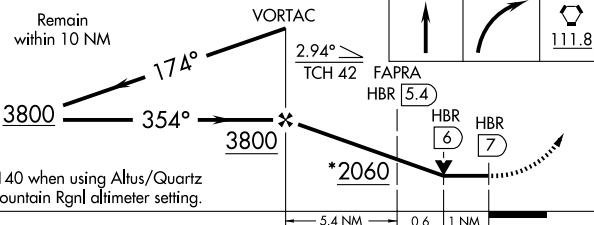
ASOS  
**133.325**

ALTUS APP CON ★  
**125.1 257.725**

UNICOM  
**122.8** (CTAF) **0**

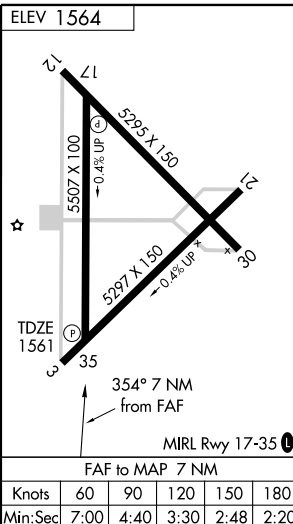


Remain  
within 10 NM



\* 2140 when using Altus/Quartz Mountain Rgnl altimeter setting.

CATEGORY	A	B	C	D
S-35	2060-1	499 (500-1)	2060-1¼ 499 (500-1¼)	2060-1½ 499 (500-1½)
CIRCLING	2060-1	496 (500-1)	2060-1½ 496 (500-1½)	2120-2 556 (600-2)
FAPRA FIX MINIMUMS				
S-35	1980-1	419 (500-1)	1980-1¼ 419 (500-1¼)	
CIRCLING	1980-1 416 (500-1)	2020-1 456 (500-1)	2020-1½ 456 (500-1½)	2120-2 556 (600-2)



**HOBART RGNL** (HBR) 3 SE UTC-6(-5DT) N34°59.48' W99°03.08'

1563 B S4 **FUEL** 100LL, JET A+ NOTAM FILE HBR

**RWY 17-35:** H5507X100 (ASPH) S-20 MIRL 0.4% up S

**RWY 17:** PAPI(P4L)—GA 3.0° TCH 35'. Road.

**RWY 35:** PAPI(P4L)—GA 3.0° TCH 42'.

**RWY 03-21:** H5297X150 (ASPH) S-9.4 0.4% up SW

**RWY 12-30:** H5295X150 (ASPH) S-9.4

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Jet A+ fuel avbl 24 hr self svc with major credit card. For arpt attendant after hrs call 580-471-0964. Fuel avbl 24 hr self service with major credit card. Rwy 03-21 CLOSED indef. Rwy 12-30 CLOSED indef. Rwy 03-21 and Rwy 12-30 rough due to severe cracking and grass encroachment on sfc. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** ASOS 133.325 (580) 726-6651.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RCO 122.2** (MCALESTER RADIO)

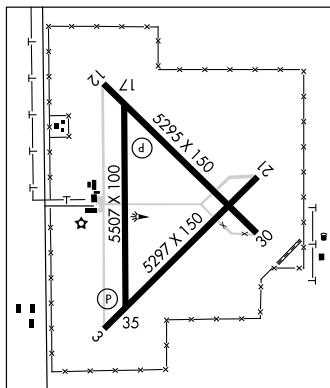
**(R) ALTUS APP/DEP CON 125.1** (Mon-Fri 1430-0830Z† except Federal holidays)

**FORT WORTH CENTER APP/DEP CON 128.4 133.5** (Mon-Fri 0830-1430Z†, Sat-Sun and Federal holidays 24 hrs)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HBR.

**(L) VORTACW 111.8** HBR Chan 55 N34°51.99' W99°03.80' 355° 7.5 NM to fld. 1472/10E.

VOR portion unusable 080°-120° byd 30 NM blo 4,000'. DME unusable 080°-090° byd 25 NM blo 4,500', 100°-112° byd 25 NM blo 4,500', 240°-270° byd 25 NM blo 4,500'.



**HOLDENVILLE MUNI** (F99) 1 NW UTC-6(-5DT) N35°05.15' W96°25.00'

861 B NOTAM FILE MLC

**RWY 17-35:** H3251X100 (CONC) S-30, D-42 MIRL

**RWY 17:** Trees. **RWY 35:** P-line.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Ultralights on and in/ov arpt. 125' AGL silo, .3 NM west Rwy 35 thld. Rwy 17-35 surface severe cracking, spalling and deterioration.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**FORT WORTH CENTER APP/DEP CON 132.2**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**MC ALESTER (L) VORTACW 112.0** MLC Chan 57 N34°50.97' W95°46.94' 287° 34.3 NM to fld. 820/8E. **HIWAS.**

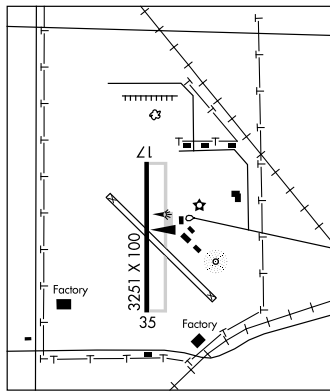
**NDB (MHW) 411** HDL N35°05.12' W96°24.82' at fld.

Unmonitored.

**DALLAS-FT. WORTH**


**L-17D**

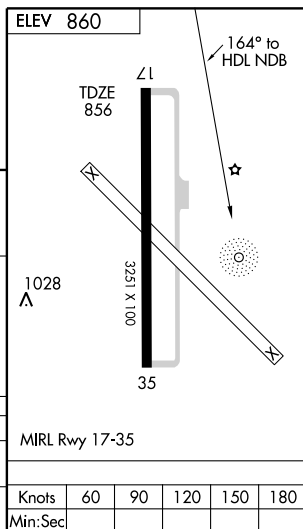
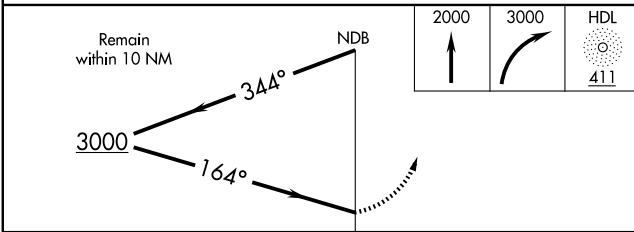
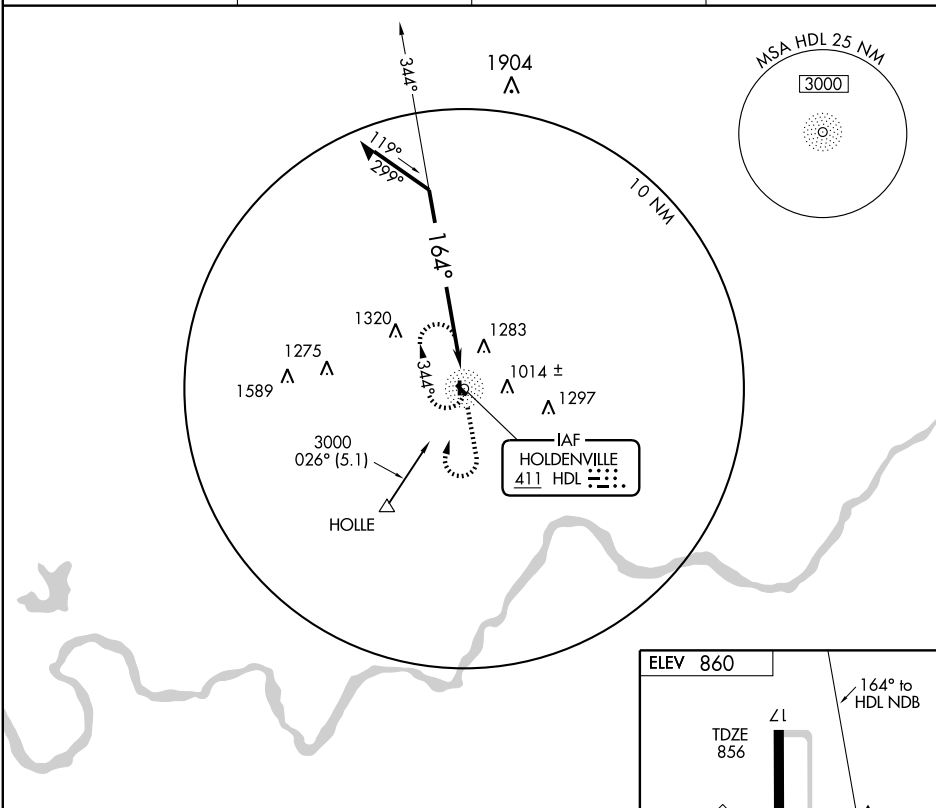
**IAP**



NDB HDL <b><u>411</u></b>	APP CRS <b>164°</b>	Rwy Idg <b>3251</b> TDZE <b>856</b> Apt Elev <b>860</b>
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NDB RWY 17  
HOLDENVILLE MUNI (F99)

 NA Use McAlester altimeter setting.		MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HDL NDB and hold.	
ADA MUNI AWOS-3 <b>118.725</b>	McALESTER REGIONAL ASOS <b>135.125</b>	FORT WORTH CENTER <b>132.2 338.35</b>	UNICOM <b>122.8</b> (CTAF)



APP CRS <b>174°</b>	Rwy Idg TDZE <b>862</b> Apt Elev <b>862</b>
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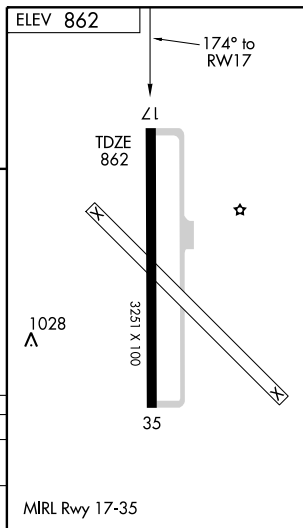
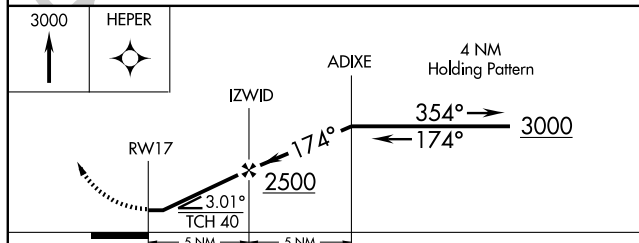
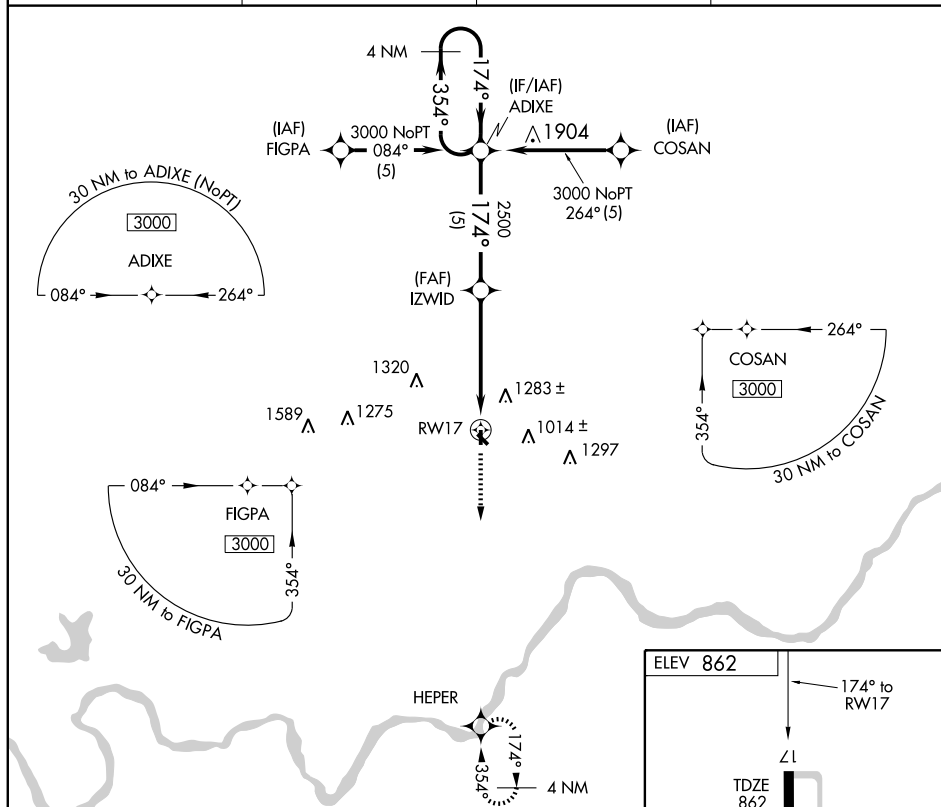
# RNAV (GPS) RWY 17

HOLDENVILLE MUNI (F99)

**▲ NA** Use ADA Muni altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

ADA MUNI AWOS-3 <b>118.725</b>	McALESTER REGIONAL ASOS <b>135.125</b>	FORT WORTH CENTER <b>132.2 338.35</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	1520-1 658 (700-1)	1520-1 658 (700-1 3/4)	1520-1 658 (700-1 3/4)	NA
CIRCLING	1520-1 658 (700-1)	1660-1 798 (800-1 1/4)	1660-2 798 (800-2 1/4)	NA



APP CRS  
354°

Rwy Idg	<b>3251</b>
TDZE	<b>857</b>
Apt Elev	<b>862</b>

## RNAV (GPS) RWY 35

HOLDENVILLE MUNI (F99)

**A NA** Use ADA Muni altimeter setting, if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

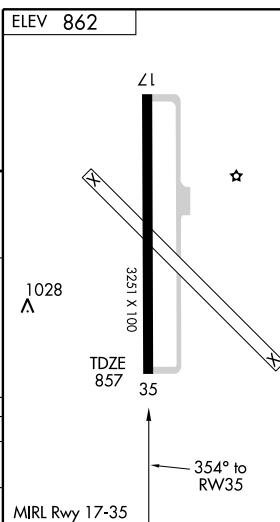
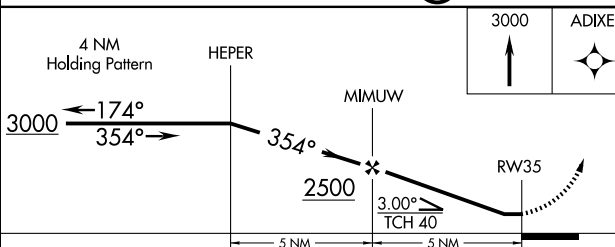
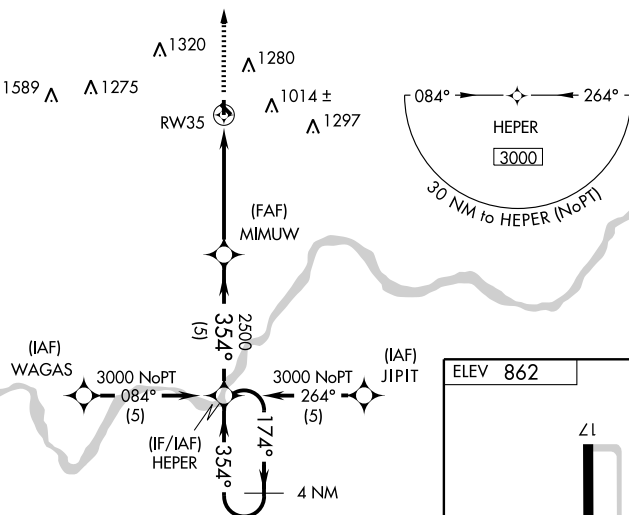
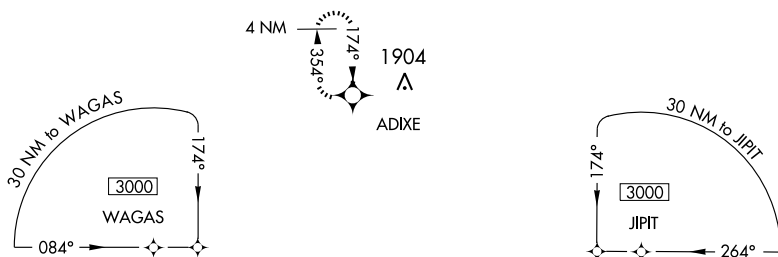
**MISSED APPROACH:** Climb to 3000 direct ADIXE and hold.

ADA MUNI AWOS-3  
118.725

McALESTER REGIONAL ASOS  
135.125

FORT WORTH CENTER  
132.2 338.35

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1420-1	563 (600-1)	1420-1½ 563 (600-½)	NA
CIRCLING	1460-1 598 (600-1)	1660-¼ 798 (800-¼)	1660-2¼ 798 (800-¼)	NA

HOLDENVILLE, OKLAHOMA

Orig 08269

HOLDENVILLE MUNI (F99)

RNAV (GPS) RWY 35

35° 05' N-96° 25' W

SC-1. 21 OCT 2010 to 18 NOV 2010

**HOOKER MUNI** (O45) 0 W UTC-6(-5DT) N36°51.43' W101°13.63'

WICHITA

2998 B TPA-4000(1002) NOTAM FILE MLC

L-15B

RWY 17-35: H3312X60 (ASPH) MIRL

RWY 17: Road. Rgt tfc.

RWY 35: Pole.

**AIRPORT REMARKS:** Unattended. Twr 336' AGL 2160' northeast.

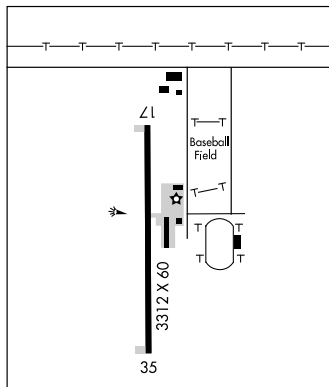
ACTIVATE MIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GCK.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' 217° 16.7 NM to fld. 2891/11E. HIWAS.



**HUGO** N34°02.38' W95°32.36' NOTAM FILE MLC

MEMPHIS

NDB (MHW) 323 HHW at Stan Stamper Muni.

L-17D

## HUGO

**STAN STAMPER MUNI** (HHW) 2 NW UTC-6(-5DT) N34°02.09' W95°32.51'

DALLAS-FT. WORTH

572 B FUEL 100LL, JET A NOTAM FILE MLC

L-17D

RWY 17-35: H4007X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: Trees.

RWY 35: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. MIRL Rwy 17-35 preset low ints to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (580) 326-2134).

**COMMUNICATIONS:** CTAF/UNICOM 122.8

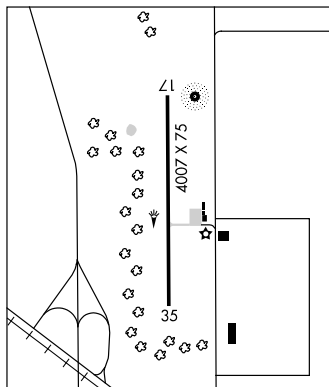
FORT WORTH CENTER APP/DEP CON 124.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'

W95°46.94' 158° 50.2 NM to fld. 820/8E. HIWAS.

HUGO NDB (MHW) 323 HHW N34°02.38' W95°32.36' at fld.



## IDABEL

**MCCURTAIN CO RGNL** (404) 2 NW UTC-6(-5DT) N33°54.56' W94°51.56'

MEMPHIS

472 B FUEL 100LL, JET A NOTAM FILE 404

H-61, L-17D

RWY 02-20: H5000X75 (ASPH) S-30 MIRL

IAP

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 41'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-2200Z. Fuel avbl 24 hrs self service with major credit card. Rwy 02 and Rwy 20 west side REIL lgts OTS indef. ACTIVATE MIRL Rwy 02-20 REIL and PAPI Rwy 02 and Rwy 20—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.0 (580) 286-2217.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® FORT WORTH CENTER APP/DEP CON 123.925

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TXK.

TEXARKANA (H) VORTACW 116.3 TXK Chan 110 N33°30.83' W94°04.39' 294° 45.9 NM to fld. 270/7E.

NDB HHW <b>323</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>4007</b> <b>571</b> <b>571</b>
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# NDB or GPS RWY 35

HUGO/STAN STAMPER MUNI (HHW)

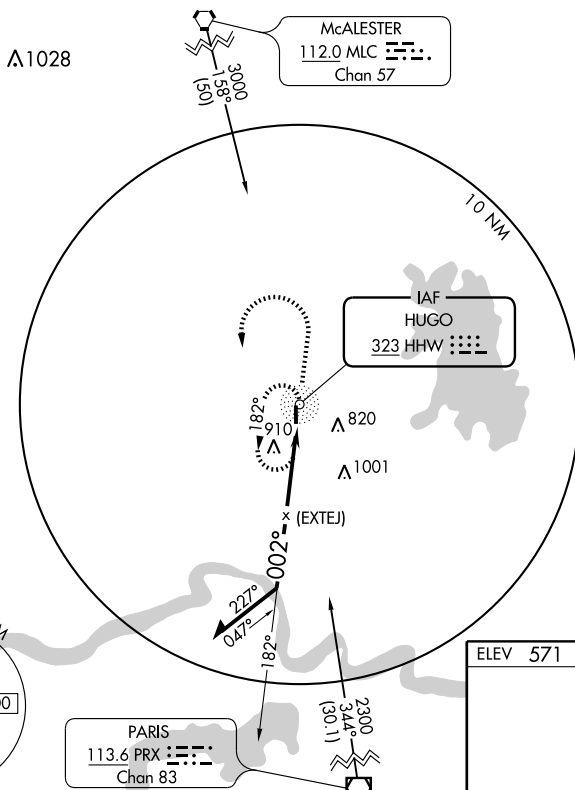
▲ NA

MISSED APPROACH: Climb to 2300 then left turn direct HHW NDB and hold.

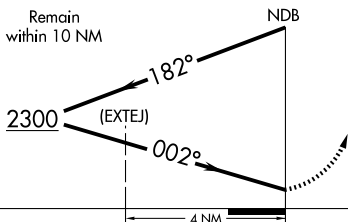
AWOS-3  
**119.025**

FORT WORTH CENTER  
**124.875 307.2**

UNICOM  
**122.8 (CTAF) 0**



Remain  
within 10 NM



2300

HHW

323

ELEV 571

1

4007 X 75

TDZE  
571

35

002°  
to NDB

MIRL Rwy 17-35 0

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-35	1260-1	689 (700-1)	NA	NA	Min:Sec					
CIRCLING	1260-1	689 (700-1)	NA	NA						

HUGO, OKLAHOMA

Amdt 1 08157

HUGO/STAN STAMPER MUNI (HHW)

34°02'N - 95°33'W

# NDB or GPS RWY 35

**HOOKER MUNI** (O45) 0 W UTC-6(-5DT) N36°51.43' W101°13.63'

WICHITA

2998 B TPA-4000(1002) NOTAM FILE MLC

L-15B

RWY 17-35: H3312X60 (ASPH) MIRL

RWY 17: Road. Rgt tfc.

RWY 35: Pole.

**AIRPORT REMARKS:** Unattended. Twr 336' AGL 2160' northeast.

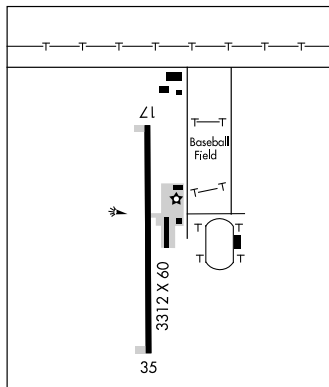
ACTIVATE MIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GCK.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' 217° 16.7 NM to fld. 2891/11E. HIWAS.



**HUGO** N34°02.38' W95°32.36' NOTAM FILE MLC

MEMPHIS

NDB (MHW) 323 HHW at Stan Stamper Muni.

L-17D

## HUGO

**STAN STAMPER MUNI** (HHW) 2 NW UTC-6(-5DT) N34°02.09' W95°32.51'

DALLAS-FT. WORTH

572 B FUEL 100LL, JET A NOTAM FILE MLC

L-17D

RWY 17-35: H4007X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: Trees.

RWY 35: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. MIRL Rwy 17-35 preset low ints to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (580) 326-2134).

**COMMUNICATIONS:** CTAF/UNICOM 122.8

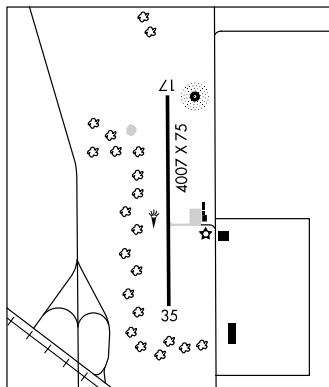
FORT WORTH CENTER APP/DEP CON 124.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'

W95°46.94' 158° 50.2 NM to fld. 820/8E. HIWAS.

HUGO NDB (MHW) 323 HHW N34°02.38' W95°32.36' at fld.



## IDABEL

**MCCURTAIN CO RGNL** (404) 2 NW UTC-6(-5DT) N33°54.56' W94°51.56'

MEMPHIS

472 B FUEL 100LL, JET A NOTAM FILE 404

H-61, L-17D

RWY 02-20: H5000X75 (ASPH) S-30 MIRL

IAP

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 41'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-2200Z. Fuel avbl 24 hrs self service with major credit card. Rwy 02 and Rwy 20 west side REIL lgts OTS indef. ACTIVATE MIRL Rwy 02-20 REIL and PAPI Rwy 02 and Rwy 20—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.0 (580) 286-2217.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® FORT WORTH CENTER APP/DEP CON 123.925

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TXK.

TEXARKANA (H) VORTACW 116.3 TXK Chan 110 N33°30.83' W94°04.39' 294° 45.9 NM to fld. 270/7E.

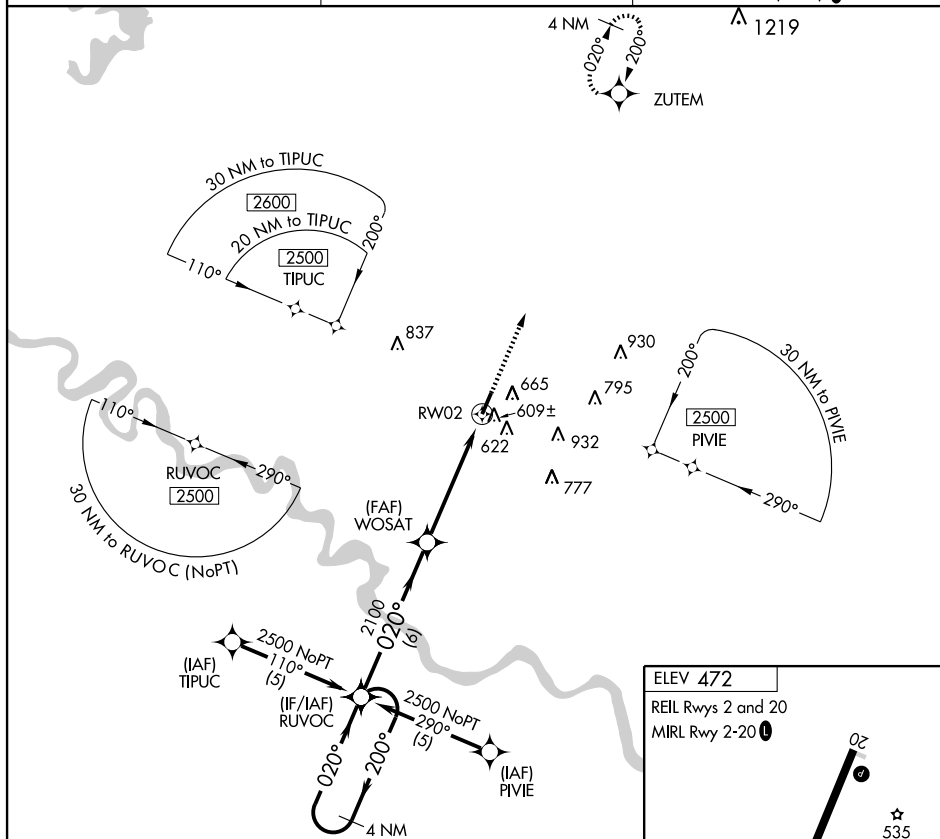
APP CRS  
**020°**Rwy ldg **5000**  
TDZE **472**  
Apt Elev **472****RNAV (GPS) RWY 2**

IDABEL/MC CURTAIN COUNTY RGNL (404)

**▽** If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.

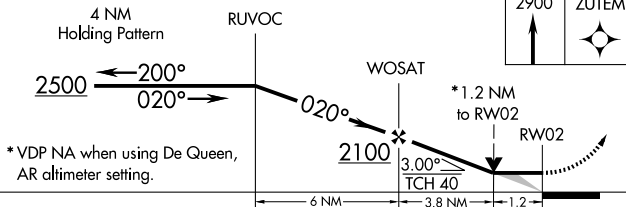
**▲ NA** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2900  
direct ZUTEM and hold.

AWOS-3  
**120.0**FORT WORTH CENTER  
**123.925 269.475**UNICOM  
**122.8 (CTAF) 0**

ELEV 472

REIL Rwy 2 and 20

MIRL Rwy 2-20 **0**MIRL Rwy 2-20 **0**

\* VDP NA when using De Queen,  
AR altimeter setting.

CATEGORY	A	B	C	D
RNAV MDA	880-1	408 (500-1)	880-1½ 408 (500-1½)	NA
CIRCLING	1020-1	548 (600-1)	1020-1½ 548 (600-1½)	NA



## AIRPORT DIAGRAM

AL-924 (FAA)

LAWTON-FORT SILL RGNL (LAW)  
LAWTON, OKLAHOMA

ATIS  
120.75  
LAWTON TOWER ★  
119.9 257.8  
GND CON  
121.9

D

CONTROL  
TOWER  
1182

FIELD  
ELEV  
1110

HANGARS

HANGAR

HANGARS

HANGARS

TERMINAL

171.8°

0.3% DOWN

8599 X 150

34° 35' N

34° 34' N

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 5.1° E

RWY 17-35  
S-45, D-179, 2S-175, 2D-344

35 ELEV  
1070

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

98° 25' W

98° 24' W

## AIRPORT DIAGRAM

LAWTON, OKLAHOMA  
LAWTON-FORT SILL RGNL (LAW)

**LAVERNE MUNI** (051) 3 NW UTC-6(-5DT) N36°44.67' W99°54.52'

WICHITA

L-15C

2112 NOTAM FILE MLC

**Rwy 17-35:** H3950X50 (ASPH) S-4 LIRL (NSTD)

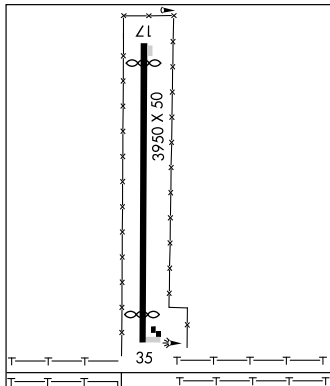
**Rwy 17:** Thld dsplcd 144'. **Rwy 35:** Thld dsplcd 353'. P-line.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 NSTD LIRL. Thld lgts all green lenses, NSTD location.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAG.

**MITBEE (H) VORTACW** 115.6 MMB Chan 103 N36°20.62'  
W99°52.81' 347° 24.1 NM to fld. 2430/10E. **HIWAS.**



**LAWTON-FORT SILL RGNL** (LAW) 2 S UTC-6(-5DT) N34°34.06' W98°25.00'

DALLAS-FT. WORTH

1110 B S4 **FUEL** 100LL, JET A1 + OX 1, 2 Class I, ARFF Index A NOTAM FILE LAW

H-6H, L-17C

**Rwy 17-35:** H8599X150 (CONC-WC) S-45, D-179, 2S-175, 2D-344 HIRL

IAP, AD

**Rwy 17:** REIL. VASI(V4L)—GA 3.0° TCH 46'. Pole. 0.3% down.

**Rwy 35:** MALSR. 0.6% up.

**RUNWAY DECLARED DISTANCE INFORMATION**

**Rwy 17:** TORA-8599 TODA-8599 ASDA-8599 LDA-8599

**Rwy 35:** TORA-8599 TODA-8599 ASDA-8599 LDA-8599

**AIRPORT REMARKS:** Attended Mon-Fri 1130-0200Z Sat-Sun

1130-0100Z. Birds on and invof arpt. When twr clsd ARFF avbl through Fort Sill apch control. PPR for unscheduled Part 121 acft ops with over 30 passenger seats, ctc arpt manager 580-353-4869. When twr clsd HIRL Rwy 17-35 preset med ints, to increase ints and ACTIVATE MALSR Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS (580) 581-1351.

**COMMUNICATIONS:** CTAF 119.9 ATIS 120.75 UNICOM 122.95

® **FORT SILL APP/DEP CON** 120.55

**TOWER** 119.9 (1400-0100Z) **GND CON** 121.9

**AIRSPACE:** CLASS D svc 1400-0100Z other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAW.

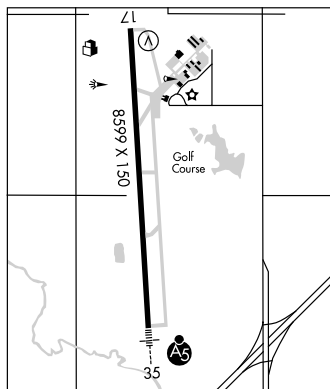
(L) **VORW/DME** 109.4 LAW Chan 31 N34°29.77'

W98°24.79' 349° 4.3 NM to fld. 1104/9E.

**ILS** 109.1 I-LAW Rwy 35. Class IB. Unmonitored when twr clsd. GS unusable for coupled apchs blo 2000' MSL.

**ASR**

**COMM/NAV/WEATHER REMARKS:** When twr clsd weather avbl through Fort Sill apch control.



## LEXINGTON

**Mc CASLIN** (044) 4 N UTC-6(-5DT) N35°05.54' W97°20.19'

DALLAS-FT. WORTH

1135 NOTAM FILE MLC

**Rwy 17-35:** 2135X80 (TURF)

**Rwy 17:** P-line. **Rwy 35:** Tree.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 marked by white cones on east side only. Rwy 17 and Rwy 35 ends marked by white cones.

**COMMUNICATIONS:** CTAF 122.9

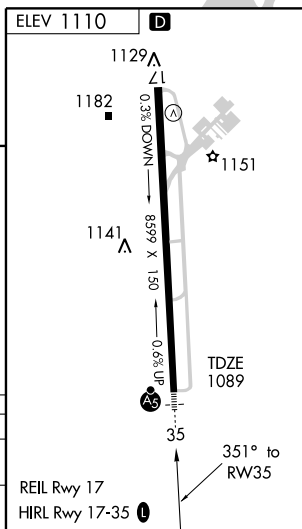
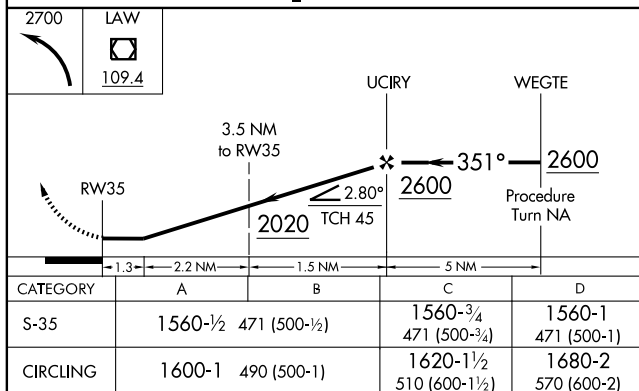
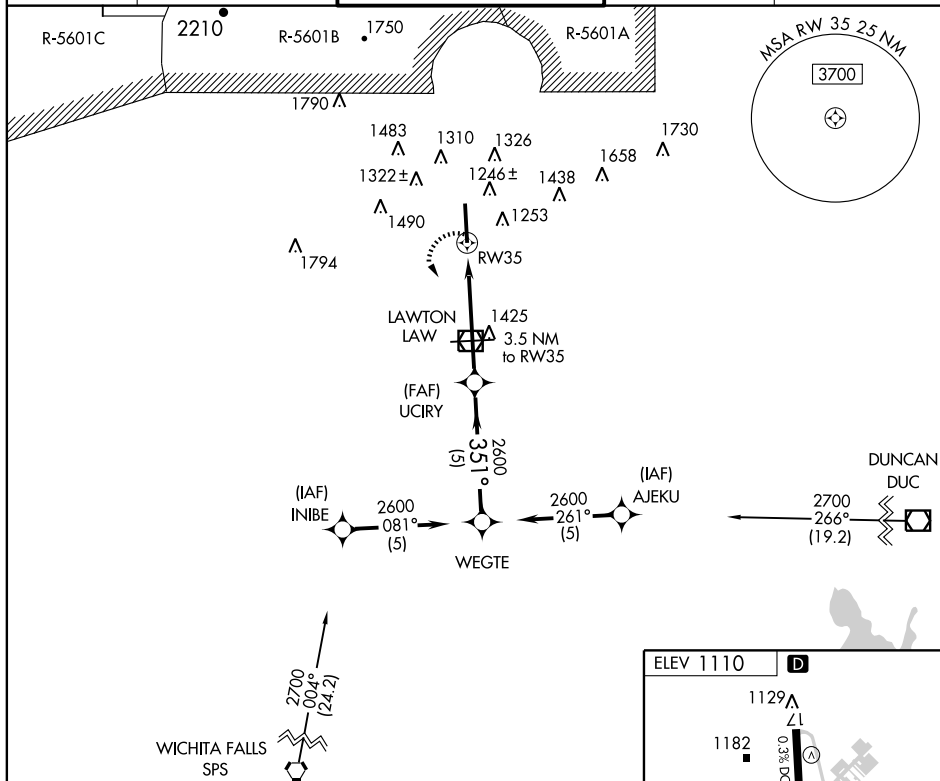


APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>8599</b> <b>1089</b> <b>1110</b>
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# GPS RWY 35

LAWTON-FORT SILL RGNL (LAW)

<div><div><div></div><div>NA</div><div>ASR</div></div></div>		<div><div><div>MALS</div><div><div><div></div><div>AS</div></div><div><div></div><div></div><div></div><div></div><div></div></div></div></div></div>	MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME.		
ATIS 120.75	FORT SILL APP CON 120.55 322.4	LAWTON TOWER ★ 119.9 (CTAF) 0 257.8		GND CON 121.9	UNICOM 122.95



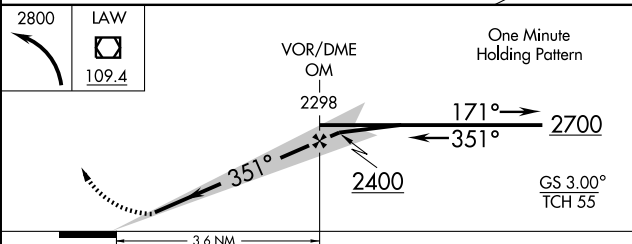
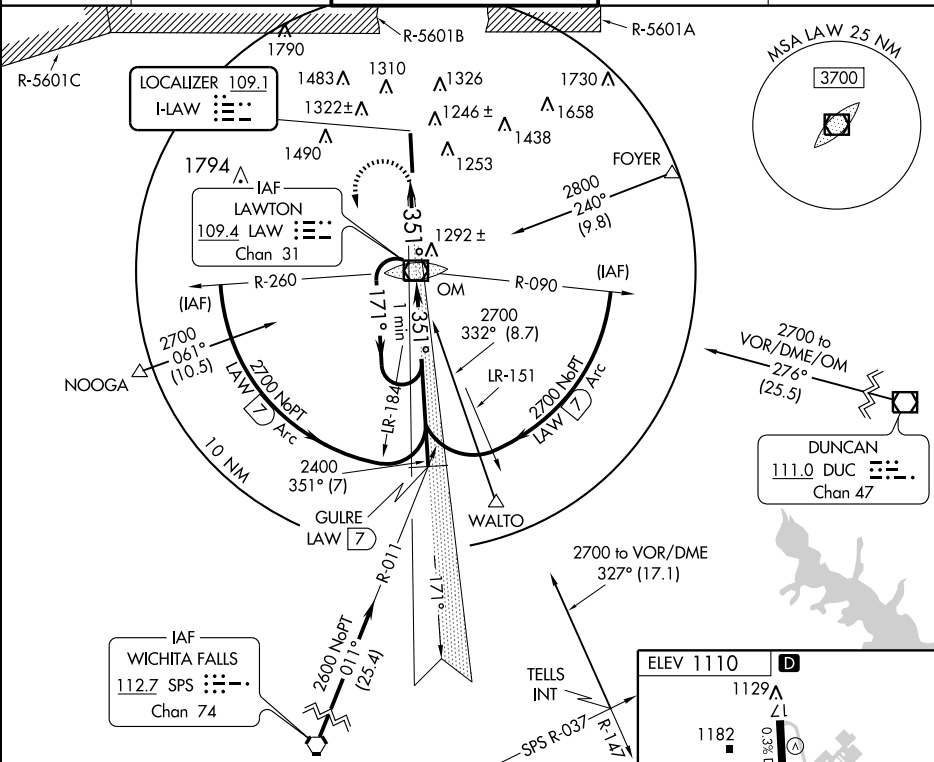
LOC I-LAW <b>109.1</b>	APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>8599</b> <b>1089</b> <b>1110</b>
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# ILS or LOC RWY 35

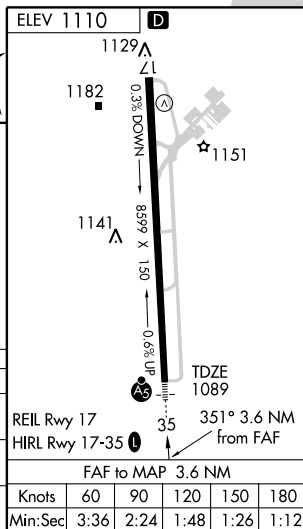
## LAWTON-FORT SILL RGNL (LAW)

<b>ASR</b>	Autopilot coupled approach NA below 2000.	<b>MALSR</b> 	MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold.
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ATIS <b>120.75</b>	FORT SILL APP CON <b>120.55 322.4</b>	LAWTON TOWER ★ <b>119.9 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 35	1289-½ 200 (200-½)			
S-LOC 35	1520-½ 431 (500-½)	1520-¾ 431 (500-¾)	1520-1 431 (500-1)	
CIRCLING	1600-1 490 (500-1)	1620-1½ 510 (600-1½)	1680-2 570 (600-2)	



VOR/DME LAW  
**109.4**  
Chgn **31**

APP CRS  
349°

Rwy Idg	TDZE	Apt Elev
11L	100	100
11R	100	100
15L	100	100
15R	100	100
16L	100	100
16R	100	100
17L	100	100
17R	100	100
18L	100	100
18R	100	100
19L	100	100
19R	100	100
20L	100	100
20R	100	100
21L	100	100
21R	100	100
22L	100	100
22R	100	100
23L	100	100
23R	100	100
24L	100	100
24R	100	100
25L	100	100
25R	100	100
26L	100	100
26R	100	100
27L	100	100
27R	100	100
28L	100	100
28R	100	100
29L	100	100
29R	100	100
30L	100	100
30R	100	100
31L	100	100
31R	100	100
32L	100	100
32R	100	100
33L	100	100
33R	100	100
34L	100	100
34R	100	100
35L	100	100
35R	100	100
36L	100	100
36R	100	100
37L	100	100
37R	100	100
38L	100	100
38R	100	100
39L	100	100
39R	100	100
40L	100	100
40R	100	100
41L	100	100
41R	100	100
42L	100	100
42R	100	100
43L	100	100
43R	100	100
44L	100	100
44R	100	100
45L	100	100
45R	100	100
46L	100	100
46R	100	100
47L	100	100
47R	100	100
48L	100	100
48R	100	100
49L	100	100
49R	100	100
50L	100	100
50R	100	100
51L	100	100
51R	100	100
52L	100	100
52R	100	100
53L	100	100
53R	100	100
54L	100	100
54R	100	100
55L	100	100
55R	100	100
56L	100	100
56R	100	100
57L	100	100
57R	100	100
58L	100	100
58R	100	100
59L	100	100
59R	100	100
60L	100	100
60R	100	100
61L	100	100
61R	100	100
62L	100	100
62R	100	100
63L	100	100
63R	100	100
64L	100	100
64R	100	100
65L	100	100
65R	100	100
66L	100	100
66R	100	100
67L	100	100
67R	100	100
68L	100	100
68R	100	100
69L	100	100
69R	100	100
70L	100	100
70R	100	100
71L	100	100
71R	100	100
72L	100	100
72R	100	100
73L	100	100

8599  
1089  
1110

VOR RWY 35

LAWTON-FORT SILL RGNL (LAW)



MALS-R



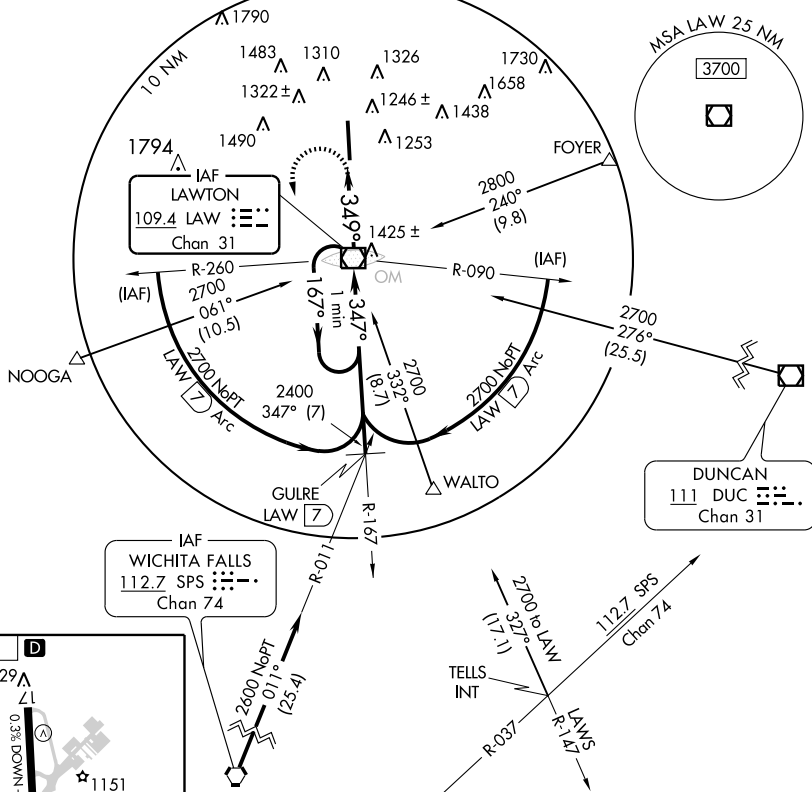
**MISSED APPROACH:** Climbing left turn to 2700 direct LAW VOR/DME and hold.

ATIS  
120.75

FORT SILL APP CON  
120.55 322.4

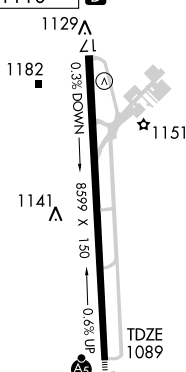
LAWTON TOWER ★  
119.9(CTAF) 257.8

GND CO  
121.9

UNICOM  
122.95

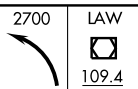
ELEV 1110

**D**



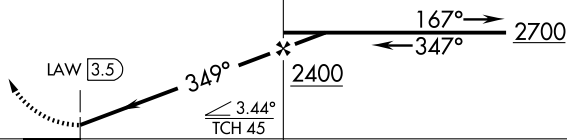
REIL Rwy 17  
HIRL Rwy 17-35 **L**

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



VOR/DME

### One Minute Holding Pattern



CATEGORY	A	B	C	D
S-35	1560-½	471 (500-½)	1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1½ 510 (600-1½)	1680-2 570 (600-2)

LAWTON, OKLAHOMA  
Amdt 20B 10042

LAWTON-FORT SILL RGNL (LAW)

VOR RWY 35

34° 34' N-98° 25' W

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

**MOORELAND MUNI** (MDF) 3 N UTC-6(-5DT) N36°29.09' W99°11.65'

1970 B S2 FUEL 100LL, MOGAS NOTAM FILE MLC

RWY 17-35: H3500X60 (ASPH) S-4 MIRL

RWY 35: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-2300Z†. Sat-Sun on call.

For arpt attendant weekend and holidays call (580) 994-9305 or

(580) 216-0014. PPR for fuel call 580-994-2427. ACTIVATE MIRL

Rwy 17-35—CTAF.

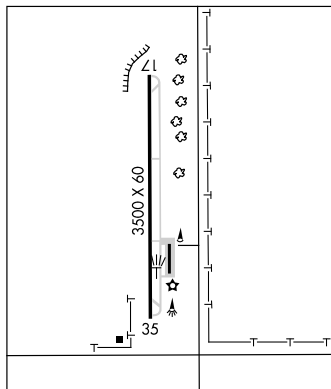
**COMMUNICATIONS:** CTAF/UNICOM 122.8.

KANSAS CITY CENTER APP/DEP CON 126.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62'

W99°52.81' 066° 34.3 NM to fld. 2430/10E. HIWAS.



WICHITA

L-15C

IAP

**MULDROW AHP** (HMY) A (NG) 4 E UTC-6(-5DT) N35°01.58' W97°13.90'

1091 B

Not insp.

RWY 17-35: H2005X75 (ASPH) LIRL

**MILITARY SERVICE:** LGT Rotating bcn phone req. FUEL J4**MILITARY REMARKS:** Attended Mon 1300-2200Z†, Tue-Fri 1330-0600Z†. RSTD PPR for all tran fuel, park and night op  
DSN 628-8101, C405-217-8101. **CAUTION** Helicopter park ramp has perimeter fence.**COMMUNICATIONS:**

® FORT WORTH CENTER APP/DEP CON 128.1 322.4 MULDROW OPS 142.45 387.9 46.9 (Advisory svc only)

**RADIO AIDS TO NAVIGATION:**

MULDROW NDB (MHW) 512 HMY N35°01.74' W97°13.83' at fld. NOTAM FILE MLC.

DALLAS-FT WORTH

L-17C

DIAP

**MUNICIPAL** (See TEXHOMA)**MUSKOGEE****DAVIS FLD** (MKO) 6 S UTC-6(-5DT) N35°39.46' W95°21.70'

611 B S2 FUEL 100LL, JET A NOTAM FILE MKO

RWY 13-31: H7201X150 (ASPH) S-59, D-78, 2S-99, 2D-131 MIRL 0.4% up NW

RWY 13: PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 31: MALS. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 04-22: H4498X75 (ASPH-CONC) 0.3% up SW

RWY 04: Trees.

RWY 22: Road.

RWY 18-36: H1900X60 (ASPH)

RWY 18: Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-0000Z†, Sun

1400-2300Z†. For fuel after hrs call 918-682-4101. Bird activity

on and invof arpt. Occasional deer and coyotes on and invof rwy.

Ultralights on and invof arpt. Twy B clsd to acft over 25,000 lbs.

MIRL Rwy 13-31 preset low ints dusk-0600Z†, after 0600Z†

ACTIVATE—CTAF. To increase ints and ACTIVATE MALS Rwy

31—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously. NOTE: See

Special Notices—Aerobatic Practice Area.

**WEATHER DATA SOURCES:** ASOS 135.025 (918) 683-6987.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MUSKOGEE RCO 122.5 (MC ALESTER RADIO)

® FORT WORTH CENTER APP/DEP CON 132.2

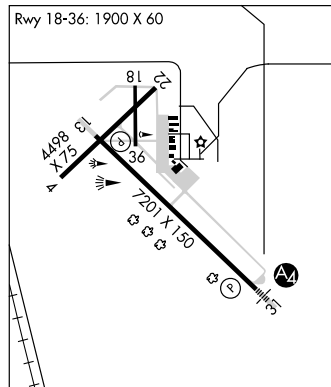
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 139° 38.4 NM to fld. 770/8E.

DALLAS-FT. WORTH

H-61, L-15E

IAP



NDB HMY <b>512</b>	APCH CRS <b>169°</b>	Rwy Idg TDZE Arpt Elev <b>2005</b> <b>1091</b> <b>1091</b>
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AL-2497 [USA]

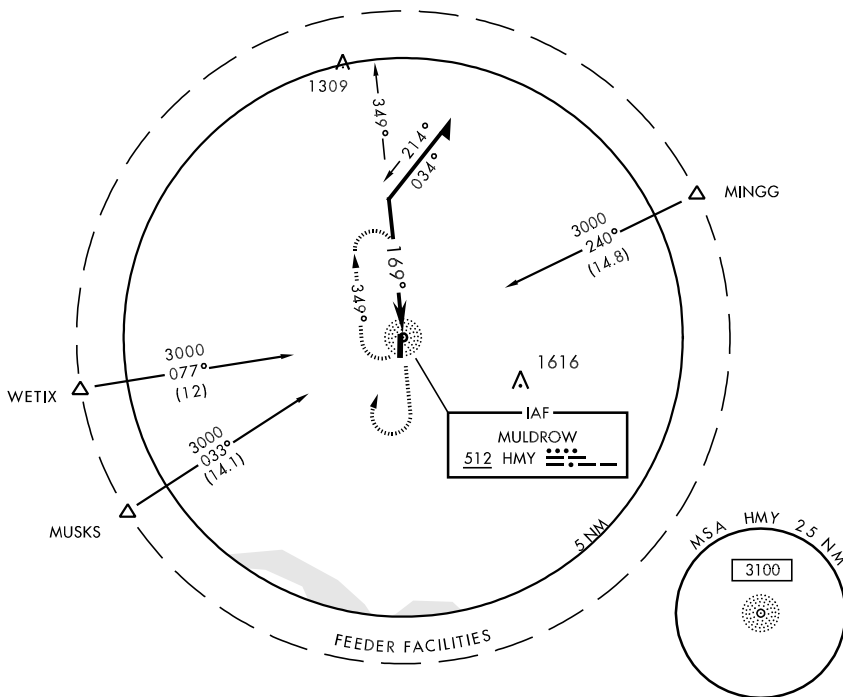
MULDROW AHP (KHYM)

**NA** Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER  
**128.1 322.4**

MULDROW OPS (Advsvy Svc only)  
**46.9 142.45 387.9** (CTAF)



Remain within  
5NM

NDB

3000

349°

169°

2000

3000

HMY

ELEV 1091

TDZE 1091

169° to NDB

1121 A

H

1118 A

H

1141

2005 x 75

1150

35

UURL Rwy 17-35

CATEGORY

COPTER

H-17

1620-1 529 (600-1)

UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS

H-17

1680-1 589 (600-1)

NDB HMY <b>512</b>	APCH CRS <b>359°</b>	Rwy Idg TDZE Arprt Elev <b>2005</b> <b>1091</b>
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AL-2497 [USA]

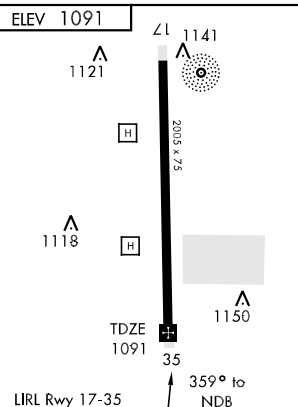
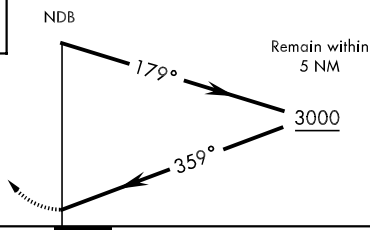
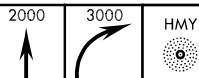
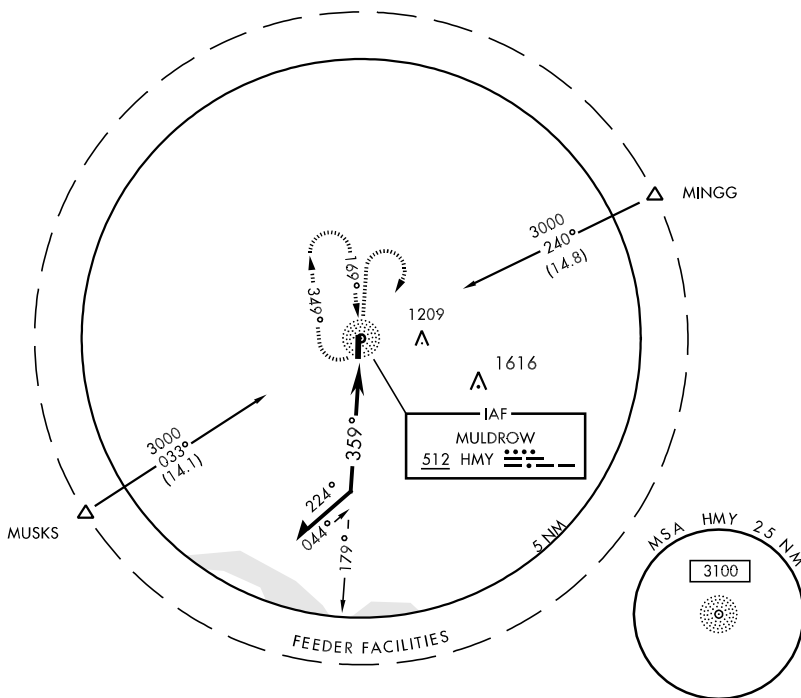
MULDROW AHP (KHYM)

**NA** Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER  
**128.1 322.4**

MULDROW OPS (Advsv Svc only)  
**46.9 142.45 387.9** (CTAF)



CATEGORY	COPTER
H-35	1520-1 429 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
H-35	1580-1 489 (500-1)

APCH CRS <b>175°</b>	Rwy Idg TDZE Arpt Elev	<b>2005</b> <b>1091</b> <b>1091</b>
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AL-2497 [USA]

MULDROW AHP (KHMV)

**NA** Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.  
DME/DME RNP-0.3 NA

**MISSED APPROACH:** Climbing left turn to 3000 direct IMIME and hold.

FORT WORTH CENTER  
**128.1 322.4**

MULDROW OPS (Advsvy Svc only)  
**46.9 142.45 387.9** (CTAF)

Limit final and Missed Approach  
airspeed to 90 KIAS.

HAVAK

3000  
097°  
(12.5)

1307

(IAF)  
CONBO

3000

TAPUC

1571

3000

085°  
(3)

3000

265°  
(3)

4 NM

085°

265°

3000

264°  
(10.5)

MINGG

(FAF)  
VAPPU

2700

175°  
(3)

RW17

1616

1660

WETIX

1250

3000  
043°  
(11.7)

MSA RW17 2.5 NM

3100

3000

IMIME

ELEV 1091

175° to

RW17

TDZE 1091

1121

1141

2005 x 75

1118

1150

35

LIRL Rwy 17-35

TAPUC

3000

VAPPU

2700

RW17

3.64°

3 NM

3 NM

CATEGORY

COPTER

LNAV MDA

1540-1 449 (500-1)

UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS

LNAV MDA

1600-1 509 (600-1)

APCH CRS <b>355°</b>	Rwy Idg TDZE Arpt Elev	<b>2005</b> <b>1091</b> <b>1091</b>
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AL-2497 [USA]

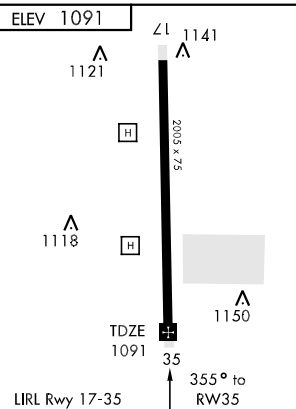
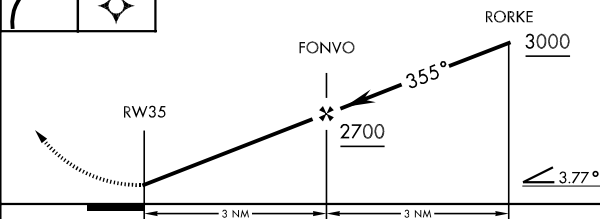
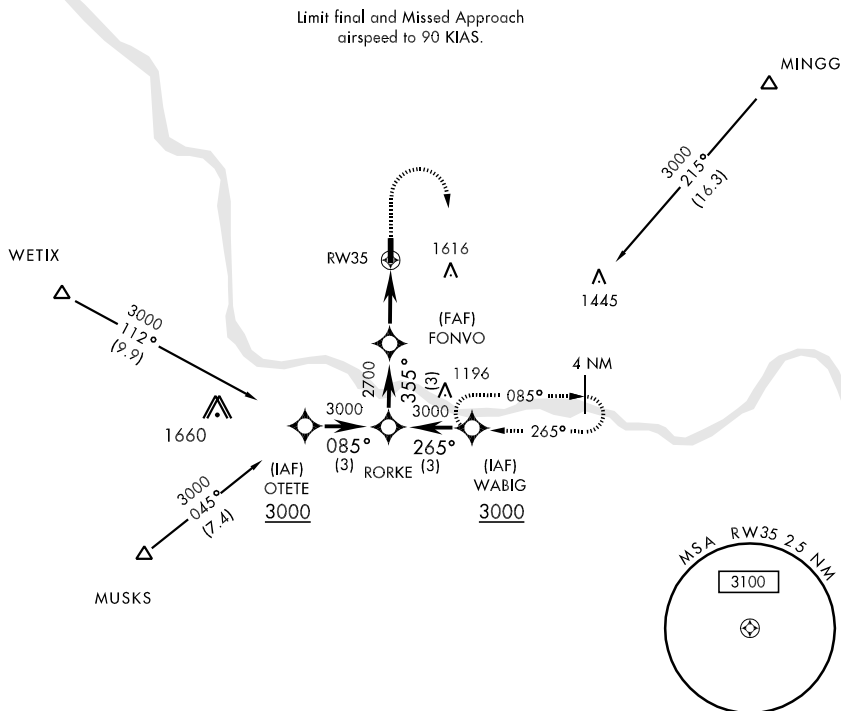
MULDROW AHP (KHMV)

**NA** Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.  
DME/DME RNP-0.3 NA

**MISSED APPROACH:** Climbing right turn to 3000 direct WABIG and hold.

FORT WORTH CENTER  
**128.1 322.4**

MULDROW OPS (Advsv Svc only)  
**46.9 142.45 387.9** (CTAF)



CATEGORY	COPTER	
LNAV MDA	1500-1	409 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS		
LNAV MDA	1560-1	469 (500-1)



**LINDSAY MUNI** (1K2) 2 NE UTC-6(-5DT) N34°50.97' W97°35.12'

968 B NOTAM FILE MLC

RWY 01-19: H3010X60 (ASPH) S-4 MIRL

RWY 01: Fence. RWY 19: Trees.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED SS-SR. Rwy 01-19 surface deteriorating. MIRL Rwy 01-19 Preset low ints, to increase ints ACTIVATE—CTAF. 660' AGL antenna 3.2 miles north.

**COMMUNICATIONS:** CTAF 122.9

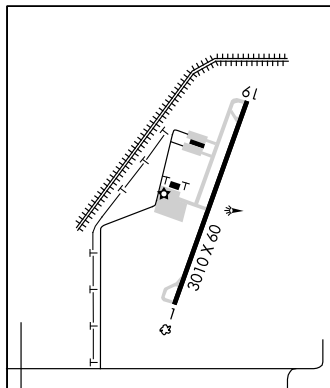
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 171° 30.5 NM to fld. 1230/7E. HIWAS.

DALLAS-FT. WORTH

L-17C



**MADILL MUNI** (1F4) 3 NW UTC-6(-5DT) N34°08.42' W96°48.72'

890 B NOTAM FILE MLC

RWY 18-36: H3005X50 (ASPH) S-8 MIRL 0.6% up S

RWY 18: REIL. PAPI(P2L)—GA 4.0° TCH 47'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 4.0° TCH 60'. Fence.

**AIRPORT REMARKS:** Unattended. Rwy 18 left side REIL OTS indef. Rwy 36 PAPI OTS indef. +1694' twr 6.2 miles south of Rwy 36 end.

ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

® FORT WORTH CENTER APP/DEP CON 128.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADM.

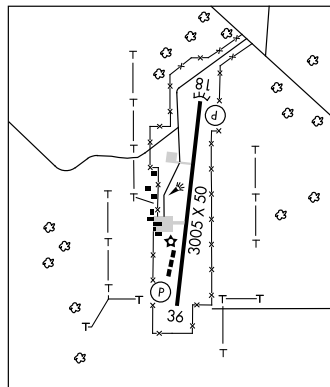
ARDMORE (H) VORTACW 116.7 ADM Chan 114 N34°12.70'

W97°10.09' 097° 18.2 NM to fld. 937/6E.

DALLAS-FT. WORTH

L-17C

IAP



APP CRS **180°**  
 Rwy Idg **3005**  
 TDZE **890**  
 Apt Elev **890**

# RNAV (GPS) RWY 18

MADILL MUNI (1F4)

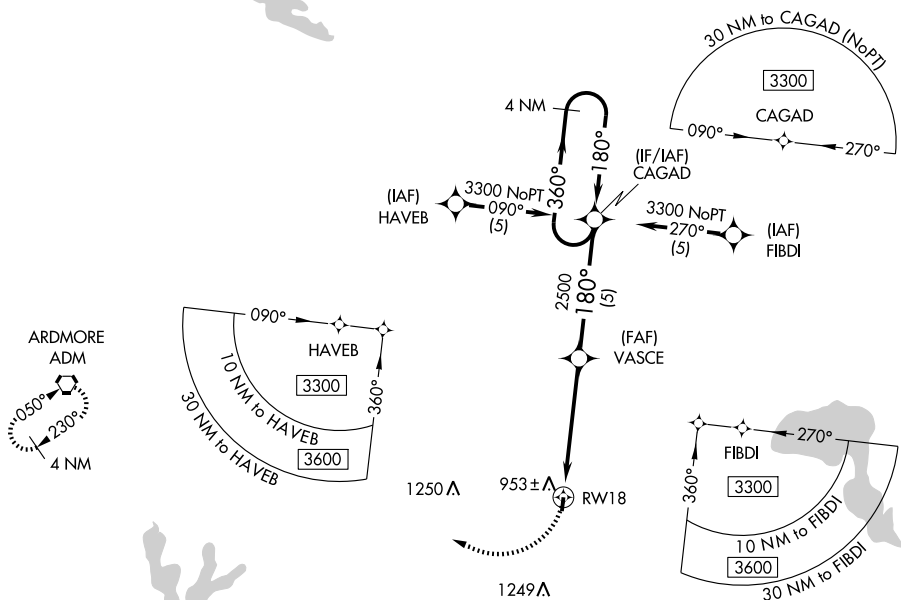
▼ Use Ardmore Downtown Executive altimeter setting.  
 ▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2600 direct ADM  
 VORTAC and hold.

ARDMORE DOWNTOWN  
 AWOS-3 **118.15**

FORT WORTH CENTER  
**128.1 327.15**

CTAF  
**122.9 0**



ELEV 890

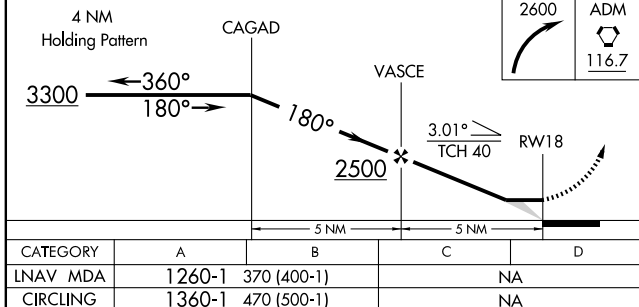
180° to  
RWY 18

81

TDZE  
890

3005 X 50  
 36

MIRL Rwy 18-36 0  
 REIL Rws 18 and 36



VORTAC ADM <b>116.7</b> Chan <b>114</b>	APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>890</b>
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# VOR/DME-A

MADILL MUNI (1F4)

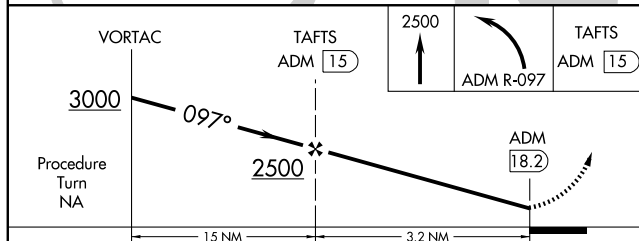
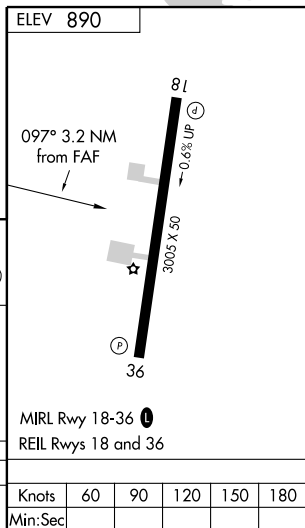
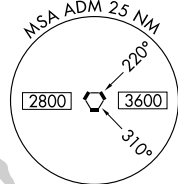
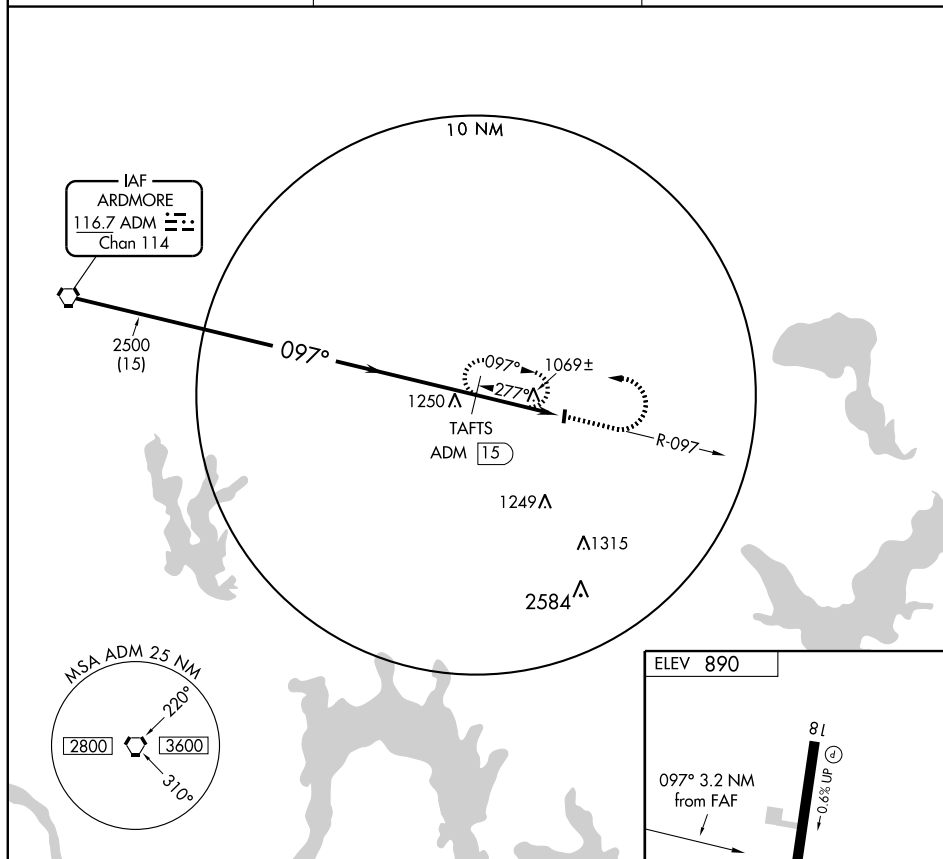
**V** Use Ardmore Downtown altimeter setting; if not received, use  
**Δ NA** McAlester altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climb to 2500, then left turn via  
ADM R-097 to TAFTS 15 DME and hold.

ARDMORE DOWNTOWN  
AWOS-3 **118.15**

FORT WORTH CENTER  
**128.1 327.15**

CTAF  
**122.9 0**



CATEGORY	A	B	C	D
CIRCLING	1420-1	530 (600-1)	NA	NA

## MANGUM

SCOTT FLD (2K4) 2 NW UTC-6(-5DT) N34°53.56' W99°31.69'

DALLAS-FT. WORTH

1643 B FUEL 100LL NOTAM FILE MLC

L-17B

RWY 17-35: H4200X75 (ASPH) S-12.5 MIRL 0.6% up S.

IAP

RWY 17: Road. RWY 35: P-line.

**AIRPORT REMARKS:** Unattended. Fuel available 24 hrs automated credit card system. Ultralights on and in vicinity of arpt. Drainage ditch adjacent Rwy 17 75' west. 30' p-line 500' east end Rwy 35.

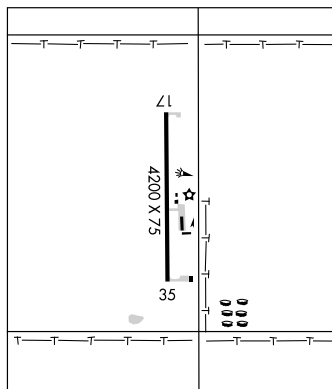
**COMMUNICATIONS:** CTAF 122.9

ALTUS APP/DEP CON 125.1 (Mon-Fri 1430-0830Z except Federal hols)

FORT WORTH CENTER APP/DEP CON 133.5 (Mon-Fri 0830-1430Z, Sat-Sun and Federal hols 24 hrs)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HBR.

HOBBART (L) VORTACW 111.8 HBR Chan 55 N34°51.99' W99°03.80' 264° 23.0 NM to fld. 1472/10E.



## MARIETTA

McGEEHEE CATFISH RESTAURANT (T40) 5 SW UTC-6(-5DT) N33°53.94' W97°10.23'

DALLAS-FT WORTH

760 NOTAM FILE MLC

RWY 17-35: 2450X55 (TURF)

RWY 17: Trees. RWY 35: Trees.

**AIRPORT REMARKS:** Attended. Mar-Nov 2300-0230Z except Wed. Dec-Feb Thu-Sun 2300-0230Z. Daltg ops only. Rwy 17-35 CLOSED indef. Livestock and wildlife on and invof rwy. Rwy surrounded by tall trees. Rwy 17-35 steep terrain drop (-80') on all sides with areas of 120' rising terrain. Service road crosses 910' from Rwy 35 end. Rwy 17-35 slippery and soft when wet, rolling and uneven.

**COMMUNICATIONS:** CTAF 122.9

MC ALESTER RGNL (MLC) 3 SW UTC-6(-5DT) N34°52.94' W95°47.01'

DALLAS-FT. WORTH

770 B S4 FUEL 100LL, JET A NOTAM FILE MLC

H-61, L-17D

RWY 02-20: H5602X100 (CONC) S-52, D-70, 2S-89, 2D-120 MIRL 0.5% up NE

IAP

RWY 02: MALS. PVASI(P SIL)—GA 3.0° TCH 39'. Trees.

RWY 20: REIL. PVASI(P SIL)—GA 2.5° TCH 45'. Road.

**AIRPORT REMARKS:** Attended 1130Z-dusk. After hrs call 918-426-1216. Deer and coyotes on and invof rwy. Rwy 20 PVASI OTS indef. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MALS Rwy 02—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.125 (918) 426-1601. HIWAS 112.0 MLC.

**COMMUNICATIONS:** CTAF/UNICOM 122.95

RCO 123.6 122.65 (MC ALESTER RADIO)

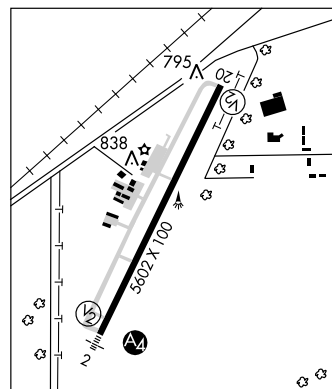
⑦ FORT WORTH CENTER APP/DEP CON 132.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

(L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 350° 2.0 NM to fld. 820/8E. HIWAS.

WAMPA NDB (LOM) 344 ML N34°47.87' W95°49.24' 014° 5.4 NM to fld.

ILS 108.3 I-MLC Rwy 02. LOM WAMPA NDB. LOC only.



APP CRS <b>172°</b>	Rwy Idg TDZE <b>1634</b>	<b>4200</b>
	Apt Elev <b>1644</b>	

# RNAV (GPS) RWY 17

MANGUM/SCOTT FIELD (2K4)

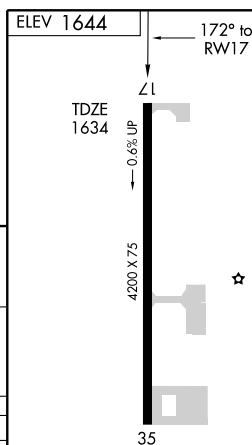
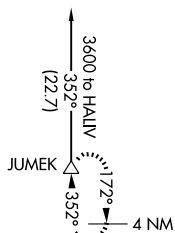
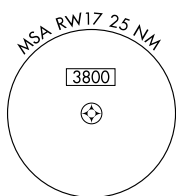
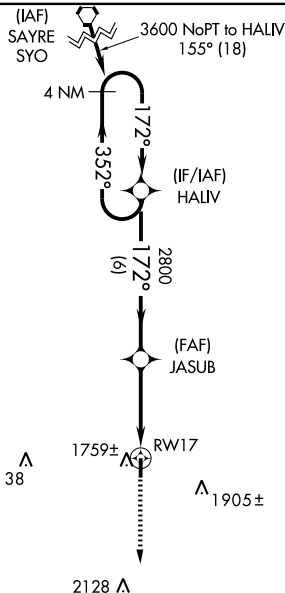
**NA** Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3700 direct JUMEK and hold.

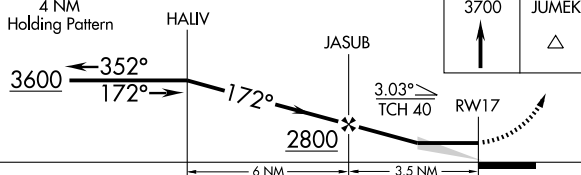
HOBERT ASOS  
**133.325**

ALTUS APP CON★  
**125.1 257.725**

CTAF  
**122.9**



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	2160-1 526 (600-1)		2160-1½ 526 (600-1½)	NA
CIRCLING	2220-1 576 (600-1)		2220-1½ 576 (600-1½)	NA

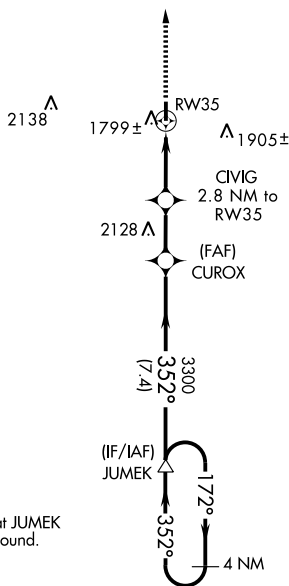
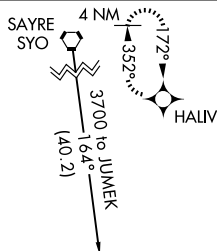
MIRL Rwy 17-35

APP CRS  
**352°**Rwy Idg **4200**  
TDZE **1643**  
Apt Elev **1644****RNAV (GPS) RWY 35**

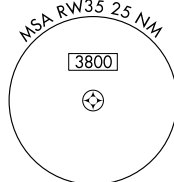
MANGUM/ SCOTT FIELD (2K4)

**▲ NA** Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct HALIV and hold.

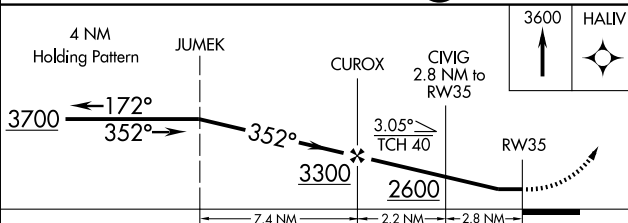
HOBART ASOS  
**133.325**ALTUS APP CON\*  
**125.1 257.725**CTAF  
**122.9**NoPT for arrivals at JUMK  
on V14 northeastbound.

▲ 2749

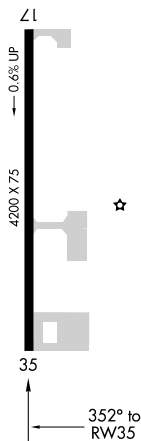


ELEV 1644

MIRL Rwy 17-35



CATEGORY	A	B	C	D
RNAV MDA	2160-1 517 (600-1)		2160-1½ 517 (600-1½)	NA
CIRCLING	2220-1 576 (600-1)		2220-1½ 576 (600-1½)	NA

TDZE  
1643

## MANGUM

SCOTT FLD (2K4) 2 NW UTC-6(-5DT) N34°53.56' W99°31.69'

DALLAS-FT. WORTH

1643 B FUEL 100LL NOTAM FILE MLC

L-17B

RWY 17-35: H4200X75 (ASPH) S-12.5 MIRL 0.6% up S.

IAP

RWY 17: Road. RWY 35: P-line.

**AIRPORT REMARKS:** Unattended. Fuel available 24 hrs automated credit card system. Ultralights on and in vicinity of arpt. Drainage ditch adjacent Rwy 17 75' west. 30' p-line 500' east end Rwy 35.

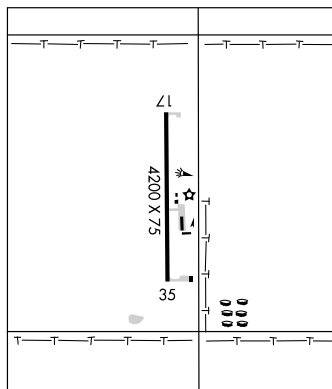
**COMMUNICATIONS:** CTAF 122.9

ALTUS APP/DEP CON 125.1 (Mon-Fri 1430-0830Z except Federal hols)

FORT WORTH CENTER APP/DEP CON 133.5 (Mon-Fri 0830-1430Z, Sat-Sun and Federal hols 24 hrs)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HBR.

HOBBART (L) VORTACW 111.8 HBR Chan 55 N34°51.99' W99°03.80' 264° 23.0 NM to fld. 1472/10E.



## MARIETTA

McGEEHEE CATFISH RESTAURANT (T40) 5 SW UTC-6(-5DT) N33°53.94' W97°10.23'

DALLAS-FT WORTH

760 NOTAM FILE MLC

RWY 17-35: 2450X55 (TURF)

RWY 17: Trees. RWY 35: Trees.

**AIRPORT REMARKS:** Attended. Mar-Nov 2300-0230Z except Wed. Dec-Feb Thu-Sun 2300-0230Z. Daltg ops only. Rwy 17-35 CLOSED indef. Livestock and wildlife on and invof rwy. Rwy surrounded by tall trees. Rwy 17-35 steep terrain drop (-80') on all sides with areas of 120' rising terrain. Service road crosses 910' from Rwy 35 end. Rwy 17-35 slippery and soft when wet, rolling and uneven.

**COMMUNICATIONS:** CTAF 122.9

MC ALESTER RGNL (MLC) 3 SW UTC-6(-5DT) N34°52.94' W95°47.01'

DALLAS-FT. WORTH

770 B S4 FUEL 100LL, JET A NOTAM FILE MLC

H-6I, L-17B

RWY 02-20: H5602X100 (CONC) S-52, D-70, 2S-89, 2D-120 MIRL 0.5% up NE

IAP

RWY 02: MALS. PVASI(P SIL)—GA 3.0° TCH 39'. Trees.

RWY 20: REIL. PVASI(P SIL)—GA 2.5° TCH 45'. Road.

**AIRPORT REMARKS:** Attended 1130Z-dusk. After hrs call 918-426-1216. Deer and coyotes on and invof rwy. Rwy 20 PVASI OTS indef. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MALS Rwy 02—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.125 (918) 426-1601. HIWAS 112.0 MLC.

**COMMUNICATIONS:** CTAF/UNICOM 122.95

RCO 123.6 122.65 (MC ALESTER RADIO)

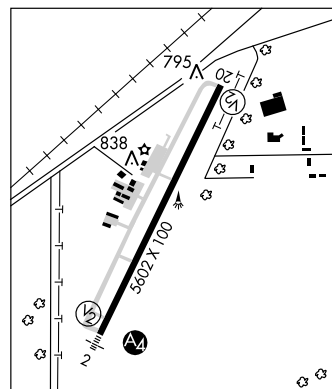
⑦ FORT WORTH CENTER APP/DEP CON 132.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

(L) VORTACW 112.0 MLC Chan 57 N34°50.97' W95°46.94' 350° 2.0 NM to fld. 820/8E. HIWAS.

WAMPA NDB (LOM) 344 ML N34°47.87' W95°49.24' 014° 5.4 NM to fld.

ILS 108.3 I-MLC Rwy 02. LOM WAMPA NDB. LOC only.



LOC I-MLC <b>108.3</b>	APP CRS <b>014°</b>	Rwy Idg TDZE Apt Elev	<b>5602</b> <b>755</b> <b>770</b>
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# LOC RWY 2

MC ALESTER RGNL (MLC)

**⚠** Inoperative table does not apply to Cat C. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-2 Cats C and D and Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA.

MALS  
A-1

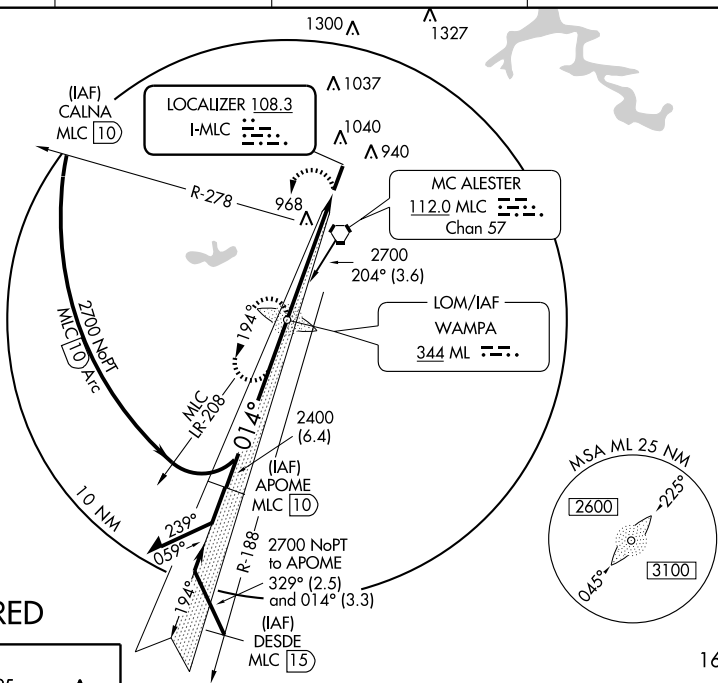
**MISSED APPROACH:**  
Climbing left turn to 2700  
direct ML LOM and hold.

ASOS  
**135.125**

FORT WORTH CENTER  
**132.2 338.35**

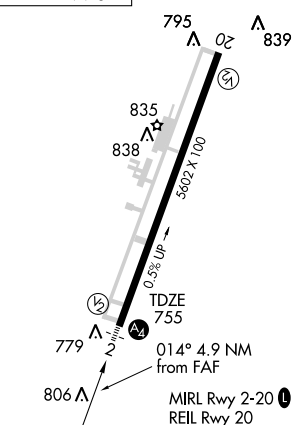
MC ALESTER RADIO  
**122.65**

UNICOM  
**122.95 (CTAF) 0**



## ADF REQUIRED

ELEV 770

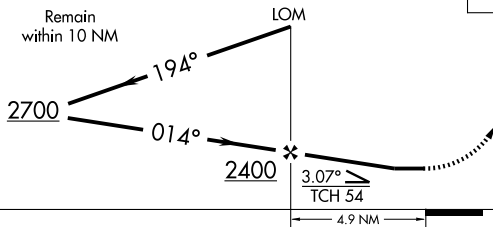


Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

MC ALESTER, OKLAHOMA

Amdt 4B 22OCT09

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-2	1200-1 445 (500-1 4)		1200-1 445 (500-1 4)	1200-1 445 (500-1 2)
CIRCLING	1400-1 630 (700-1)		1400-1 630 (700-1 4)	1400-2 630 (700-2)

MC ALESTER RGNL (MLC)

34°53'N - 95°47'W

# LOC RWY 2



WAAS CH <b>50201</b> <b>W02A</b>	APP CRS <b>014°</b>	Rwy Idg <b>5602</b> TDZE <b>755</b> Apt Elev <b>770</b>
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## RNAV (GPS) RWY 2

MC ALESTER RGNL (MLC)

**▼** Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C. Baro-VNAV NA when using Ada Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP NA when using Ada Muni altimeter setting. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all DA/MDA 140 feet, and all visibilities ½ mile.

MALS



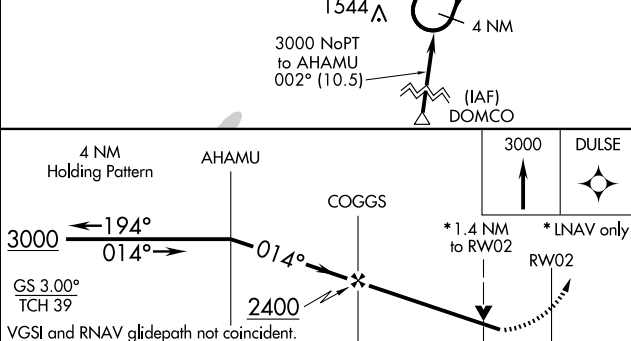
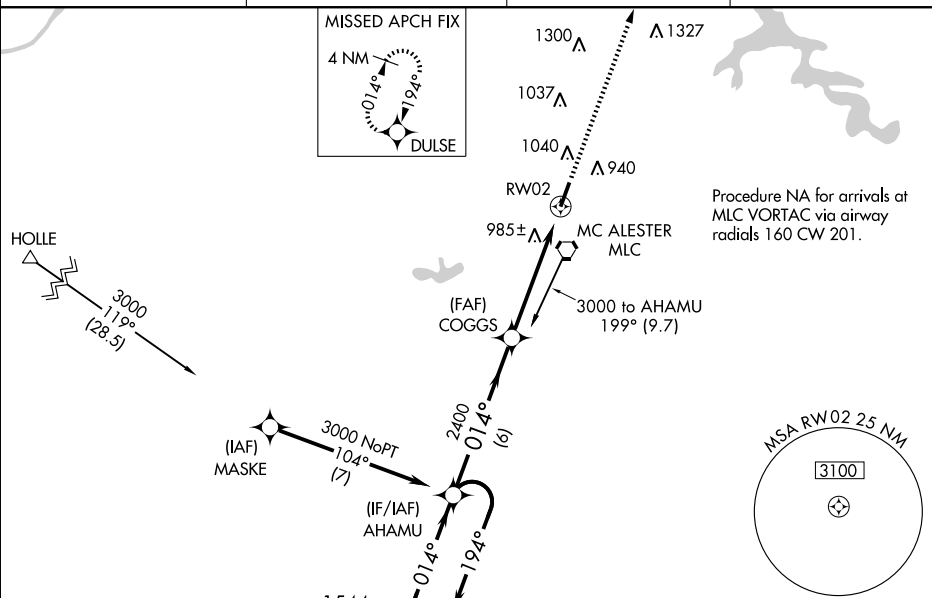
**MISSED APPROACH:**  
Climb to 3000 direct  
DULSE and hold.

ASOS  
**135.125**

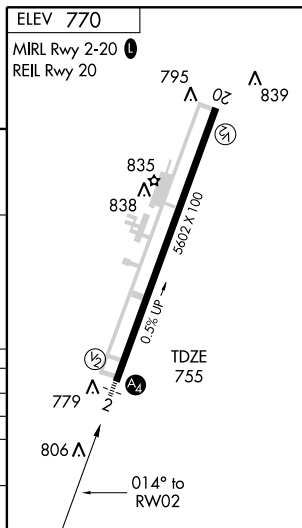
FORT WORTH CENTER  
**132.2 338.35**

MC ALESTER RADIO  
**122.65**

UNICOM  
**122.95 (CTAF) ①**



CATEGORY	A	B	C	D
LPV DA		1200-1¾	445 (500-1¾)	
LNAV/VNAV DA		1291-2	536 (600-2)	
LNAV MDA	1240-¾	485 (500-¾)	1240-1¼ 485 (500-1¼)	1240-1½ 485 (500-1½)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)



APP CRS **194°**  
 Rwy ldg **5602**  
 TDZE **770**  
 Apt Elev **770**

# RNAV (GPS) RWY 20

MC ALESTER RGNL (MLC)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

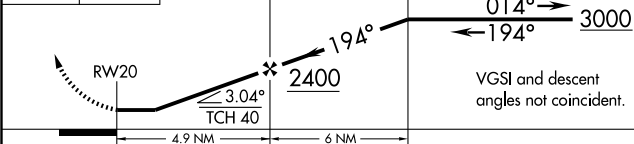
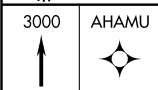
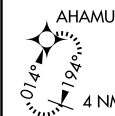
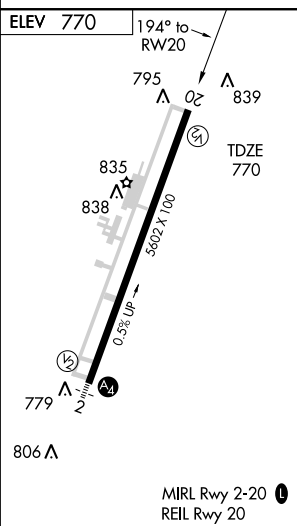
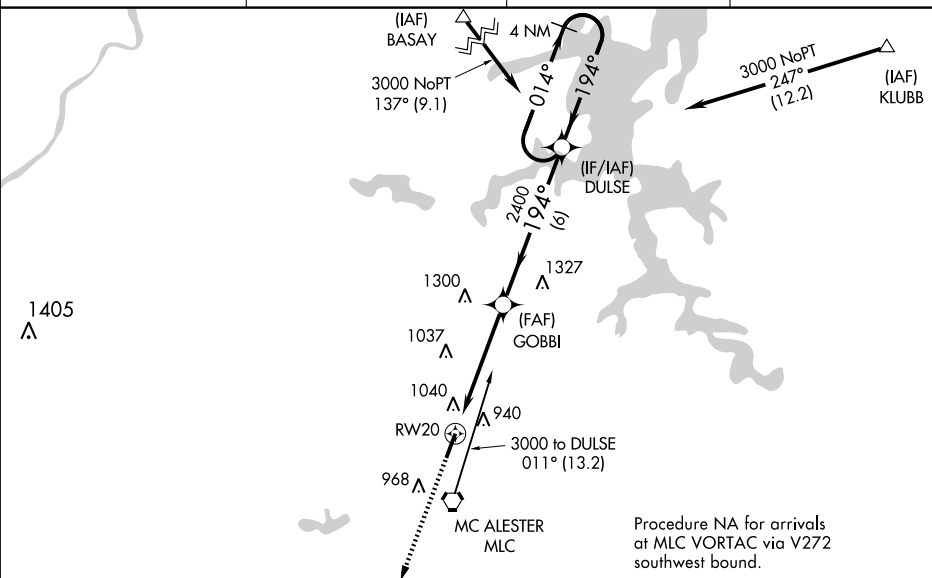
**MISSED APPROACH:** Climb to 3000 direct AHAMU and hold.

ASOS  
**135.125**

FORT WORTH CENTER  
**132.2 338.35**

MC ALESTER RADIO  
**122.65**

UNICOM  
**122.95 (CTAF) ①**



CATEGORY	A	B	C	D
LNAV MDA	1340-1	570 (600-1)	1340-1½ 570 (600-1½)	1340-1¾ 570 (600-1¾)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

VORTAC MLC <b>112.0</b> Chan 57	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>770</b>
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**VOR-A**  
MC ALESTER RGNL (MLC)



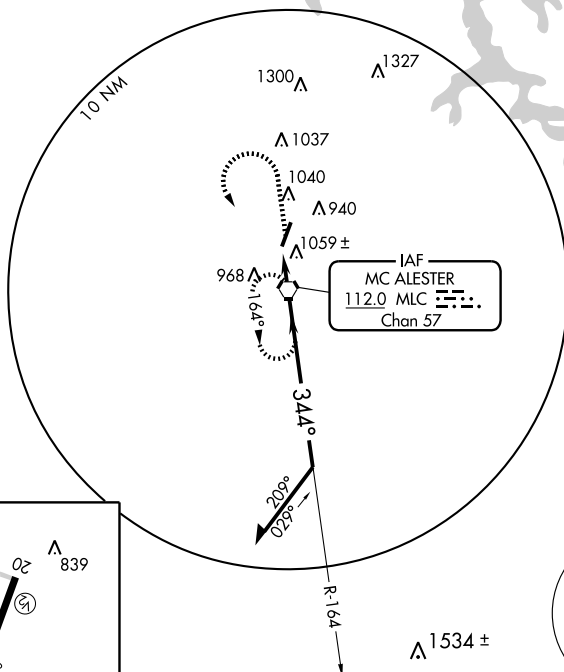
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct MLC VORTAC and hold.

ASOS  
**135.125**

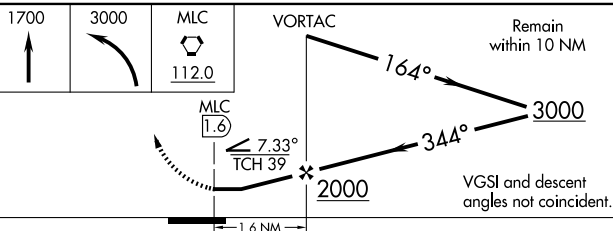
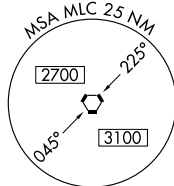
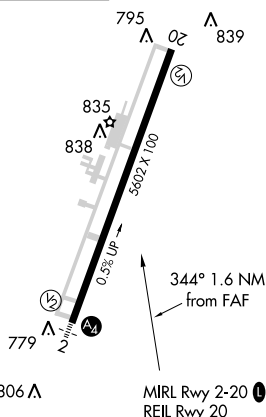
FORT WORTH CENTER  
**132.2 338.35**

MC ALESTER RADIO  
**122.65**

UNICOM  
**122.95 (CTAF) 0**



ELEV 770



FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

CATEGORY	A	B	C	D
CIRCUING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	NA

MC ALESTER, OKLAHOMA  
Amdt 13A 09155

MC ALESTER RGNL (MLC)

34° 53' N-95° 47' W

**VOR-A**



**MEDFORD MUNI** (053) 1 SW UTC-6(-5DT) N36°47.44' W97°44.94'

1092 B NOTAM FILE MLC

RWY 17-35 H3007X60 (ASPH) S-13 MIRL

RWY 17: PAPI(P2L)—GA 3.51°TCH 31'. Road.

RWY 35: PAPI(P2L)—GA 3.51°TCH 33'. Fence.

**AIRPORT REMARKS:** Attended Mon-Fri 1430-2300Z†, 100' refinery 3300' southwest of arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

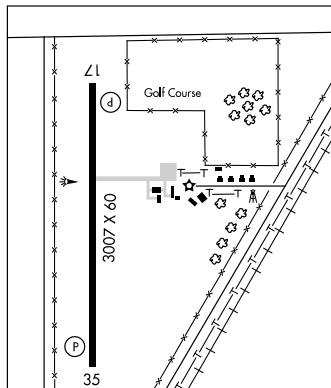
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **VANCE APP/DEP CON** 118.075 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

**KANSAS CITY CENTER APP/DEP CON** 127.8 (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PNC.

**PIONEER (H) VORTACW** 113.2 PER Chan 79 N36°44.79' W97°09.61' 269° 28.5 NM to fld. 1054/6E.



WICHITA

L-15D

IAP

## MENO

**DECKER FLD** (407) 1 S UTC-6(-5DT) N36°22.32' W98°10.71'

1330 S4 NOTAM FILE MLC

RWY 03-21: 2215X75 (TURF)

RWY 21: P-line.

**AIRPORT REMARKS:** Attended 1300-0100Z†.

**COMMUNICATIONS:** CTAF 122.9

WICHITA

**MIAMI MUNI** (MIO) 2 NW UTC-6(-5DT) N36°54.55' W94°53.25'

808 B S4 FUEL 100LL, JET A NOTAM FILE MLC

RWY 17-35: H5020X100 (ASPH) S-23 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 30'. Trees. Rgt tfc.

RWY 35: PAPI(P2L)—GA 4.0° TCH 40'. Stack.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Arpt unattended Thanksgiving and Christmas. Parachute Jumping. Rwy 35 +7' fence 855' from end of rwy. ACTIVATE MIRL Rwy 17-35—CTAF.

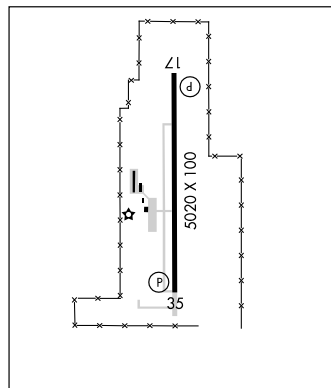
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**OSWEGO RCO** 122.1R 117.6T (WICHITA RADIO)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

**OSWEGO (L) VORTAC** 117.6 OSW Chan 123 N37°09.45' W95°12.22' 126° 21.3 NM to fld. 930/8E. HIWAS.



KANSAS CITY

H-61, L-16F

IAP

**MID-AMERICA INDUSTRIAL** (See PRYOR)

**MIGNON LAIRD MUNI** (See CHEYENNE)

**MITBEE** N36°20.62' W99°52.81' NOTAM FILE GAG.

(H) VORTACW 115.6 MMB Chan 103 012° 33.6 NM to Gage. 2430/10E. HIWAS.

**MOLLY'S LANDING HELIPORT** (See CATOOSA)

APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>3007</b> <b>1092</b> <b>1092</b>
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# RNAV (GPS) RWY 17

MEDFORD MUNI (O53)

**NA** Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

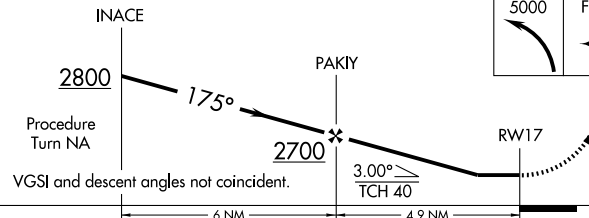
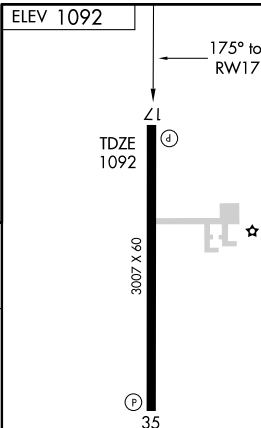
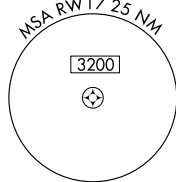
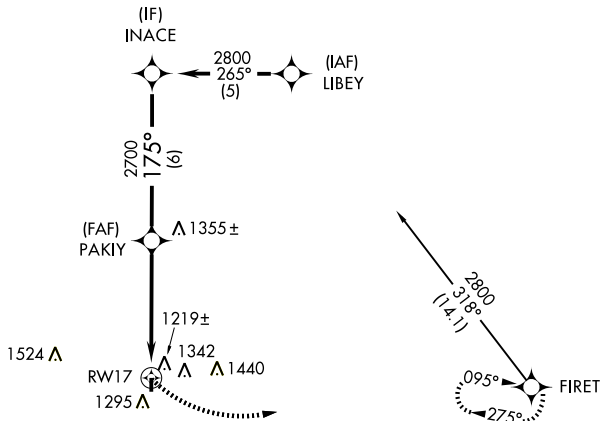
**MISSED APPROACH:** Climbing left turn to 5000 direct FIRET and hold.

PONCA CITY ASOS  
**134.075**

VANCE APP CON ★  
**118.075 273.475**

UNICOM  
**122.8 (CTAF) ①**

△<sup>1715</sup>



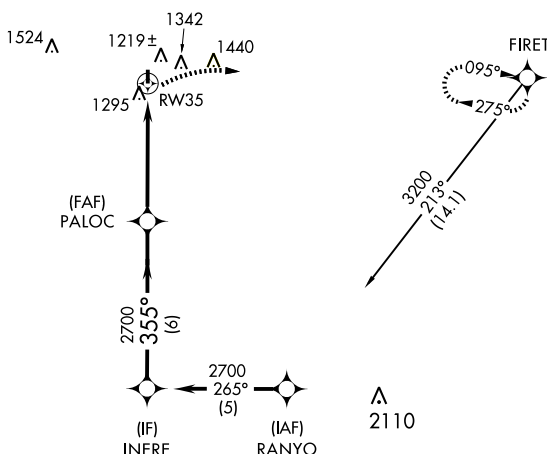
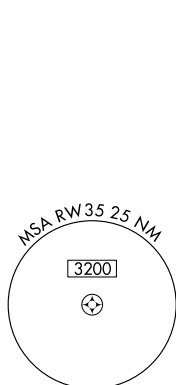
CATEGORY	A	B	C	D
LNAV MDA	1680-1 ¼	588 (600-1 ¼)	NA	NA
CIRCLING	1740-1 ¼	648 (700-1 ¼)	NA	NA

MIRL Rwy 17-35 ①

APP CRS  
**355°**Rwy Idg **3007**  
TDZE **1085**  
Apt Elev **1092****RNAV (GPS) RWY 35**  
MEDFORD MUNI (O53)

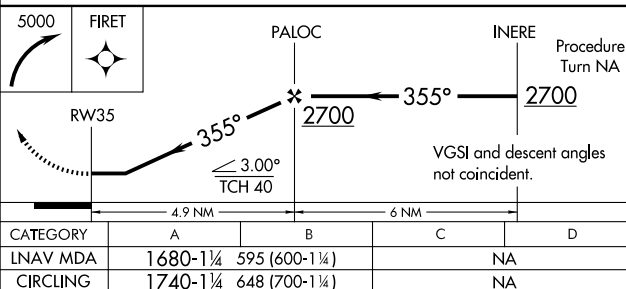
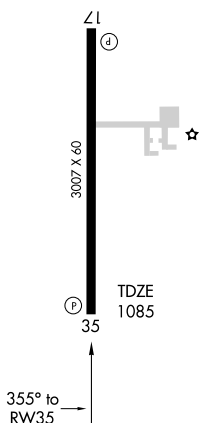
Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold.

PONCA CITY ASOS  
**134.075**VANCE APP CON ★  
**118.075 273.475**UNICOM  
**122.8 (CTAF) 0**

ELEV 1092

MIRL Rwy 17-35 0



**MEDFORD MUNI** (053) 1 SW UTC-6(-5DT) N36°47.44' W97°44.94'

1092 B NOTAM FILE MLC

RWY 17-35 H3007X60 (ASPH) S-13 MIRL

RWY 17: PAPI(P2L)—GA 3.51°TCH 31'. Road.

RWY 35: PAPI(P2L)—GA 3.51°TCH 33'. Fence.

**AIRPORT REMARKS:** Attended Mon-Fri 1430-2300Z†, 100' refinery 3300' southwest of arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

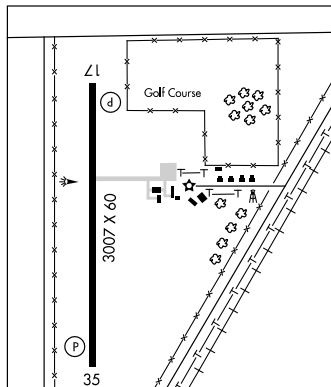
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **VANCE APP/DEP CON** 118.075 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

**KANSAS CITY CENTER APP/DEP CON** 127.8 (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PNC.

**PIONEER (H) VORTACW** 113.2 PER Chan 79 N36°44.79' W97°09.61' 269° 28.5 NM to fld. 1054/6E.



WICHITA

L-15D

IAP

## MENO

**DECKER FLD** (407) 1 S UTC-6(-5DT) N36°22.32' W98°10.71'

1330 S4 NOTAM FILE MLC

RWY 03-21: 2215X75 (TURF)

RWY 21: P-line.

**AIRPORT REMARKS:** Attended 1300-0100Z†.

**COMMUNICATIONS:** CTAF 122.9

WICHITA

**MIAMI MUNI** (MIO) 2 NW UTC-6(-5DT) N36°54.55' W94°53.25'

808 B S4 FUEL 100LL, JET A NOTAM FILE MLC

RWY 17-35: H5020X100 (ASPH) S-23 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 30'. Trees. Rgt tfc.

RWY 35: PAPI(P2L)—GA 4.0° TCH 40'. Stack.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Arpt unattended Thanksgiving and Christmas. Parachute Jumping. Rwy 35 +7' fence 855' from end of rwy. ACTIVATE MIRL Rwy 17-35—CTAF.

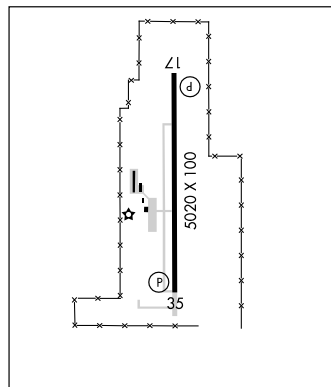
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**OSWEGO RCO** 122.1R 117.6T (WICHITA RADIO)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

**OSWEGO (L) VORTAC** 117.6 OSW Chan 123 N37°09.45' W95°12.22' 126° 21.3 NM to fld. 930/8E. **HIWAS.**



KANSAS CITY

H-61, L-16F

IAP

**MID-AMERICA INDUSTRIAL** (See PRYOR)

**MIGNON LAIRD MUNI** (See CHEYENNE)

**MITBEE** N36°20.62' W99°52.81' NOTAM FILE GAG.

(H) VORTACW 115.6 MMB Chan 103 012° 33.6 NM to Gage. 2430/10E. **HIWAS.**

**MOLLY'S LANDING HELIPORT** (See CATOOSA)

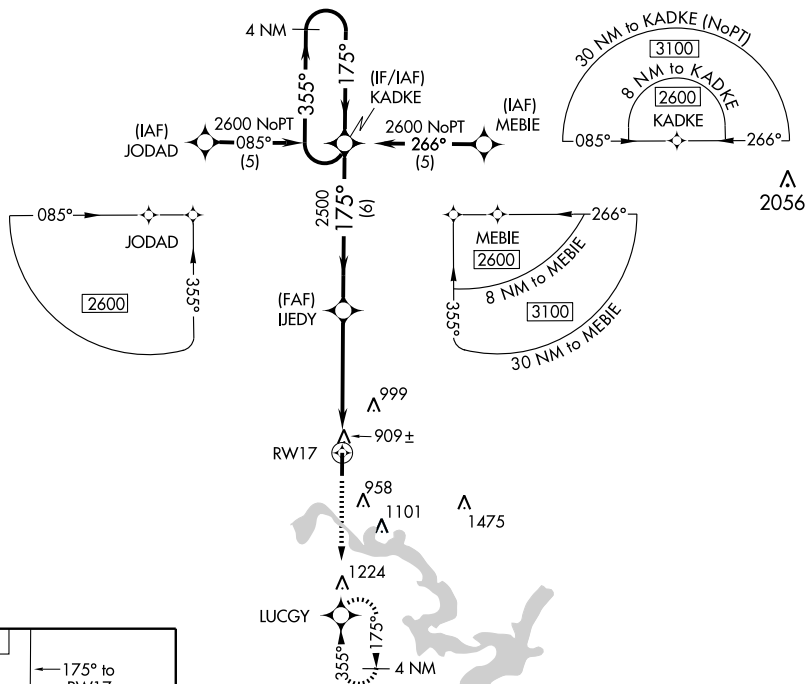


APP CRS  
**175°**Rwy Idg **5020**  
TDZE **808**  
Apt Elev **808****RNAV (GPS) RWY 17**

MIAMI MUNI (MIO)

**▲** NA Use Joplin Regional altimeter setting.  
Baro VNAV NA.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct LUCGY WP and hold.

KANSAS CITY CENTER  
**128.6 282.325**UNICOM  
**122.8 (CTAF)**

ELEV 808

TDZE 808

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MIRL Rwy 17-35

MIAMI, OKLAHOMA  
Orig 10098

36°55'N-94°53'W

**RNAV (GPS) RWY 17**

MIAMI MUNI (MIO)

VORTAC OSW <b>117.6</b> Chan <b>123</b>	APP CRS <b>127°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>808</b>
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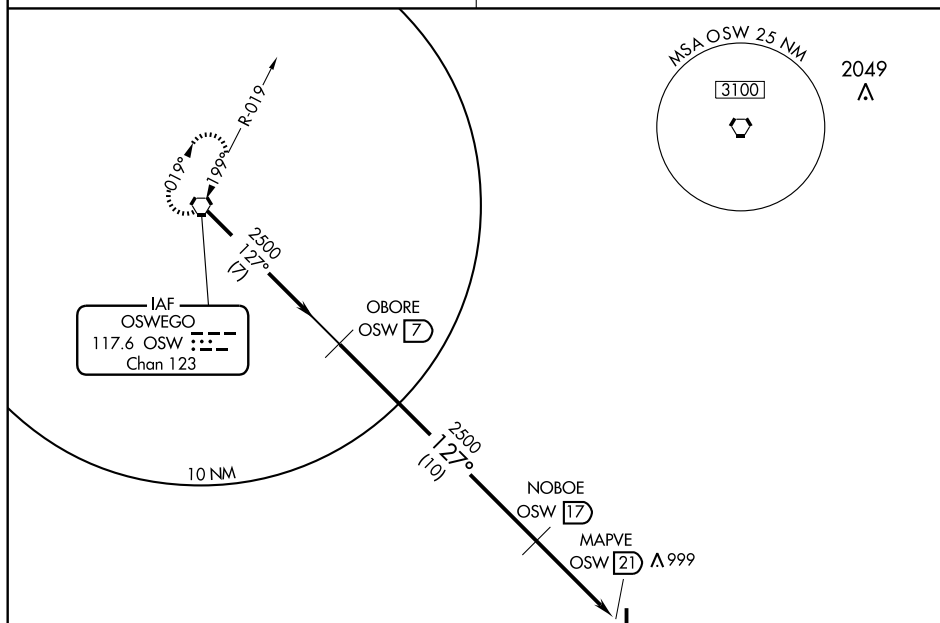
**VOR/DME-A**  
MIAMI MUNI (MIO)

**▲** NA Use Joplin Regional altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OSW R-127 to OSW VORTAC and hold.

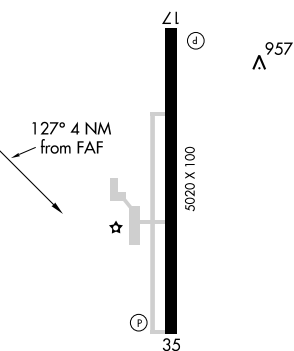
KANSAS CITY CENTER  
**128.6 282.325**

UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrival OSW VORTAC airway radials 067 CW 187.

ELEV 808



MIRL Rwy 17-35 **0**

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1340-1 532 (600-1)	1340-1¼ 532 (600-1¼)	1340-1½ 532 (600-1½)	NA

MIAMI, OKLAHOMA

Amdt 2 10098

36°55'N-94°53'W

MIAMI MUNI (MIO)  
**VOR/DME-A**

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

**MOORELAND MUNI** (MDF) 3 N UTC-6(-5DT) N36°29.09' W99°11.65'

1970 B S2 FUEL 100LL, MOGAS NOTAM FILE MLC

RWY 17-35: H3500X60 (ASPH) S-4 MIRL

RWY 35: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-2300Z†. Sat-Sun on call.

For arpt attendant weekend and holidays call (580) 994-9305 or

(580) 216-0014. PPR for fuel call 580-994-2427. ACTIVATE MIRL

Rwy 17-35—CTAF.

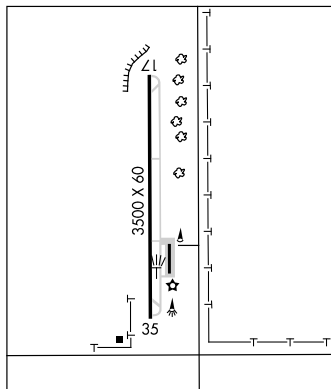
**COMMUNICATIONS:** CTAF/UNICOM 122.8.

KANSAS CITY CENTER APP/DEP CON 126.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62'

W99°52.81' 066° 34.3 NM to fld. 2430/10E. HIWAS.



WICHITA

L-15C

IAP

**MULDROW AHP** (HMY) A (NG) 4 E UTC-6(-5DT) N35°01.58' W97°13.90'

1091 B

Not insp.

RWY 17-35: H2005X75 (ASPH) LIRL

**MILITARY SERVICE:** LGT Rotating bcn phone req. FUEL J4**MILITARY REMARKS:** Attended Mon 1300-2200Z†, Tue-Fri 1330-0600Z†. RSTD PPR for all tran fuel, park and night op  
DSN 628-8101, C405-217-8101. **CAUTION** Helicopter park ramp has perimeter fence.**COMMUNICATIONS:**

® FORT WORTH CENTER APP/DEP CON 128.1 322.4 MULDROW OPS 142.45 387.9 46.9 (Advisory svc only)

**RADIO AIDS TO NAVIGATION:**

MULDROW NDB (MHW) 512 HMY N35°01.74' W97°13.83' at fld. NOTAM FILE MLC.

DALLAS-FT WORTH

L-17C

DIAP

**MUNICIPAL** (See TEXHOMA)**MUSKOGEE****DAVIS FLD** (MKO) 6 S UTC-6(-5DT) N35°39.46' W95°21.70'

611 B S2 FUEL 100LL, JET A NOTAM FILE MKO

RWY 13-31: H7201X150 (ASPH) S-59, D-78, 2S-99, 2D-131 MIRL 0.4% up NW

RWY 13: PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 31: MALS. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 04-22: H4498X75 (ASPH-CONC) 0.3% up SW

RWY 04: Trees.

RWY 22: Road.

RWY 18-36: H1900X60 (ASPH)

RWY 18: Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-0000Z†, Sun

1400-2300Z†. For fuel after hrs call 918-682-4101. Bird activity

on and invof arpt. Occasional deer and coyotes on and invof rwy.

Ultralights on and invof arpt. Twy B clsd to acct over 25,000 lbs.

MIRL Rwy 13-31 preset low ints dusk-0600Z†, after 0600Z†

ACTIVATE—CTAF. To increase ints and ACTIVATE MALS Rwy

31—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously. NOTE: See

Special Notices—Aerobatic Practice Area.

**WEATHER DATA SOURCES:** ASOS 135.025 (918) 683-6987.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MUSKOGEE RCO 122.5 (MC ALESTER RADIO)

® FORT WORTH CENTER APP/DEP CON 132.2

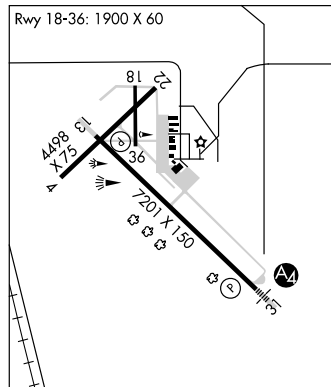
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 139° 38.4 NM to fld. 770/8E.

DALLAS-FT. WORTH

H-61, L-15E

IAP



APP CRS **172°**  
Rwy Idg **3500**  
TDZE **1970**  
Apt Elev **1970**

# RNAV (GPS) RWY 17

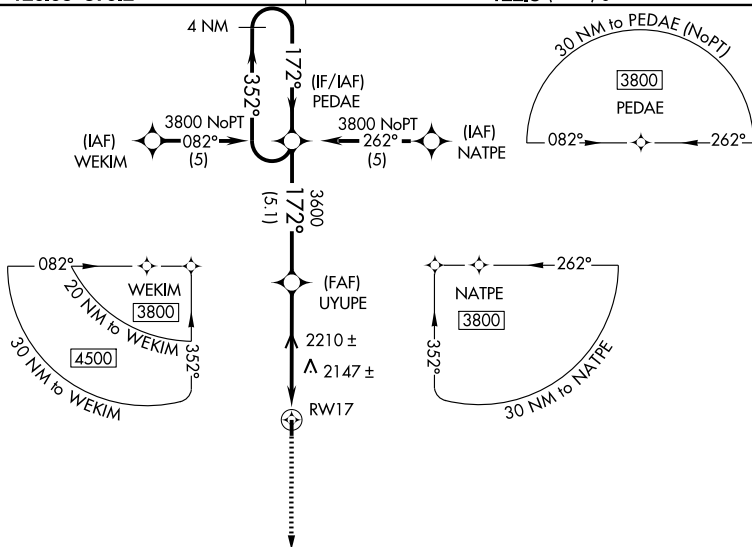
MOORELAND MUNI (MDF)

**NA** Use Gage altimeter setting, if not received procedure NA. Baro-VNAV NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

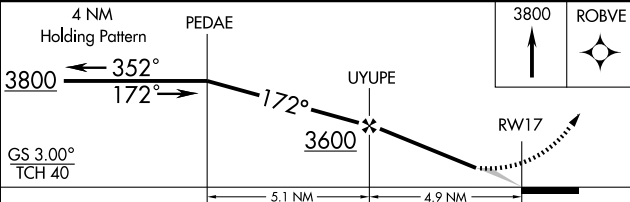
KANSAS CITY CENTER  
**126.95 379.2**

MISSED APPROACH: Climb to 3800 direct ROBVE WP and hold.

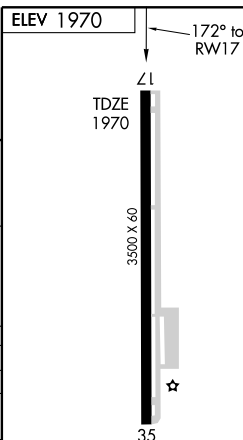
UNICOM  
**122.8 (CTAF)**



**Δ 3474**



CATEGORY	A	B	C	D
GLS PA DA	NA			NA
LNAV/ VNAV	2480-1¾ 510 (600-1¾)			NA
LNAV MDA	2620-1 650 (700-1)			NA
CIRCLING	2620-1¾ 650 (700-1¾)			NA



MIRL Rwy 17-35 **0**

**MOORELAND MUNI** (MDF) 3 N UTC-6(-5DT) N36°29.09' W99°11.65'

1970 B S2 FUEL 100LL, MOGAS NOTAM FILE MLC

RWY 17-35: H3500X60 (ASPH) S-4 MIRL

RWY 35: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-2300Z†. Sat-Sun on call.

For arpt attendant weekend and holidays call (580) 994-9305 or

(580) 216-0014. PPR for fuel call 580-994-2427. ACTIVATE MIRL

Rwy 17-35—CTAF.

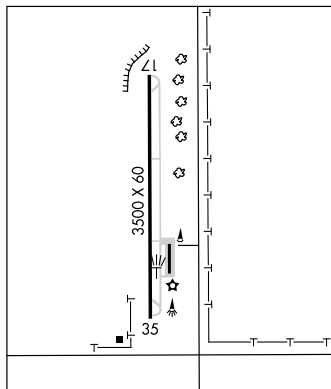
**COMMUNICATIONS:** CTAF/UNICOM 122.8.

KANSAS CITY CENTER APP/DEP CON 126.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAG.

MITBEE (H) VORTACW 115.6 MMB Chan 103 N36°20.62'

W99°52.81' 066° 34.3 NM to fld. 2430/10E. HIWAS.



WICHITA

L-15C

IAP

**MULDROW AHP** (HMY) A (NG) 4 E UTC-6(-5DT) N35°01.58' W97°13.90'

1091 B

Not insp.

RWY 17-35: H2005X75 (ASPH) LIRL

**MILITARY SERVICE:** LGT Rotating bcn phone req. FUEL J4**MILITARY REMARKS:** Attended Mon 1300-2200Z†, Tue-Fri 1330-0600Z†. RSTD PPR for all tran fuel, park and night op  
DSN 628-8101, C405-217-8101. **CAUTION** Helicopter park ramp has perimeter fence.**COMMUNICATIONS:**

® FORT WORTH CENTER APP/DEP CON 128.1 322.4 MULDROW OPS 142.45 387.9 46.9 (Advisory svc only)

**RADIO AIDS TO NAVIGATION:**

MULDROW NDB (MHW) 512 HMY N35°01.74' W97°13.83' at fld. NOTAM FILE MLC.

DALLAS-FT WORTH

L-17C

DIAP

**MUNICIPAL** (See TEXHOMA)**MUSKOGEE****DAVIS FLD** (MKO) 6 S UTC-6(-5DT) N35°39.46' W95°21.70'

611 B S2 FUEL 100LL, JET A NOTAM FILE MKO

RWY 13-31: H7201X150 (ASPH) S-59, D-78, 2S-99, 2D-131 MIRL 0.4% up NW

RWY 13: PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 31: MALS. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 04-22: H4498X75 (ASPH-CONC) 0.3% up SW

RWY 04: Trees.

RWY 22: Road.

RWY 18-36: H1900X60 (ASPH)

RWY 18: Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-0000Z†, Sun

1400-2300Z†. For fuel after hrs call 918-682-4101. Bird activity

on and invof arpt. Occasional deer and coyotes on and invof rwy.

Ultralights on and invof arpt. Twy B clsd to acft over 25,000 lbs.

MIRL Rwy 13-31 preset low ints dusk-0600Z†, after 0600Z†

ACTIVATE—CTAF. To increase ints and ACTIVATE MALS Rwy

31—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously. NOTE: See

Special Notices—Aerobatic Practice Area.

**WEATHER DATA SOURCES:** ASOS 135.025 (918) 683-6987.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MUSKOGEE RCO 122.5 (MC ALESTER RADIO)

® FORT WORTH CENTER APP/DEP CON 132.2

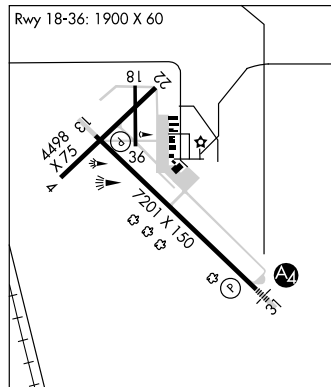
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 139° 38.4 NM to fld. 770/8E.

DALLAS-FT. WORTH

H-61, L-15E

IAP



APP CRS **039°**  
 Rwy Idg **4498**  
 TDZE **611**  
 Apt Elev **611**

# RNAV (GPS) RWY 4

MUSKOGEE/DAVIS FIELD (MKO)

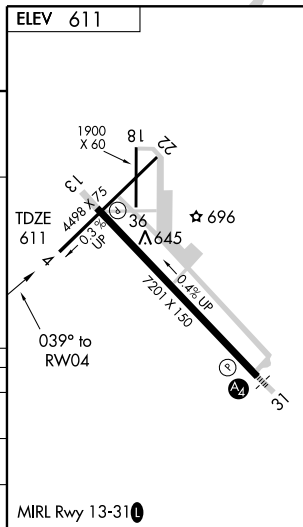
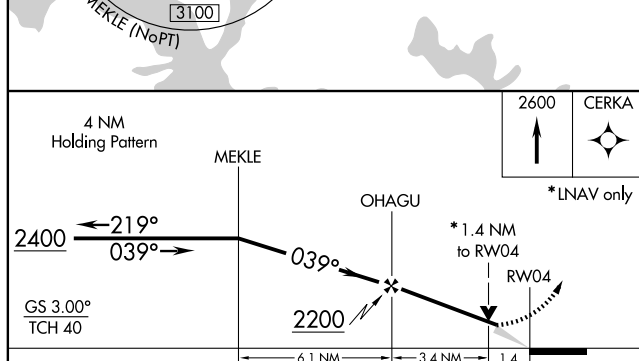
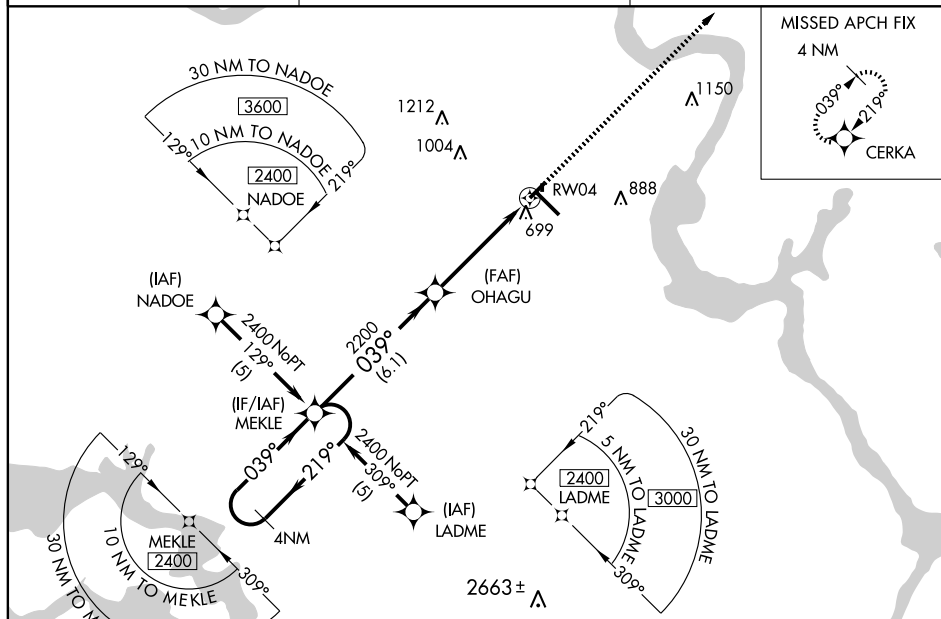
▼ Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct CERKA and hold.

ASOS  
**135.025**

FORT WORTH CENTER  
**132.2 338.35**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV/ VNAV DA	1079-1¾ 468 (500-1¾)			
LNAV MDA	1080-1	469 (500-1)	1080-1¼ 469 (500-1¼)	1080-1½ 469 (500-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)

WAAS CH <b>70607</b> <b>W13A</b>	APP CRS <b>129°</b>	Rwy Idg TDZE Apt Elev	<b>7201</b> <b>607</b> <b>611</b>
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## RNAV (GPS) RWY 13

MUSKOGEE/DAVIS FIELD (MKO)

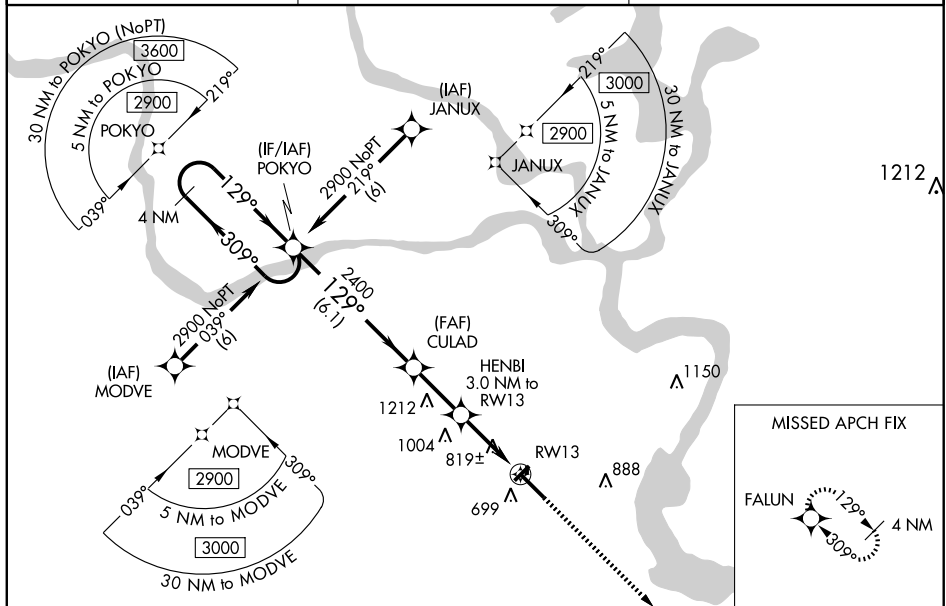
▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D ¼ mile.

MISSED APPROACH: Climb to 2800 direct FALUN and hold.

ASOS  
**135.025**

FORT WORTH CENTER  
**132.2 338.35**

UNICOM  
**122.8 (CTAF) 0**



ELEV 611

4 NM Holding Pattern POKYO		2800 FALUN		*LNAV only	
2900 ← 309° 129° →		CULAD		*1.6 NM to RWY 13	
GS 3.00° TCH 50		HENBI 3.0 NM to RWY 13		RWY 13	
6.1 NM		2.4 NM		1.4	
CATEGORY		A		B	
LPV DA		857-3/4		250 (300-3/4)	
LNAV/VNAV DA		1142-2		535 (600-2)	
LNAV MDA		1180-1	573 (600-1)	1180-1 1/2	573 (600-1 1/2)
CIRCLING		1180-1	569 (600-1)	1180-1 1/2	569 (600-1 1/2)
		1180-2	573 (600-2)	1180-1 3/4	573 (600-1 3/4)
		1180-3	589 (600-2)	1200-2	1580-3
		1180-4	599 (600-3)	1200-3	1580-4

MIRL Rwy 13-31 0

APP CRS **219°**  
 Rwy Idg **4498**  
 TDZE **597**  
 Apt Elev **611**

# RNAV (GPS) RWY 22

MUSKOGEE/DAVIS FIELD (MKO)

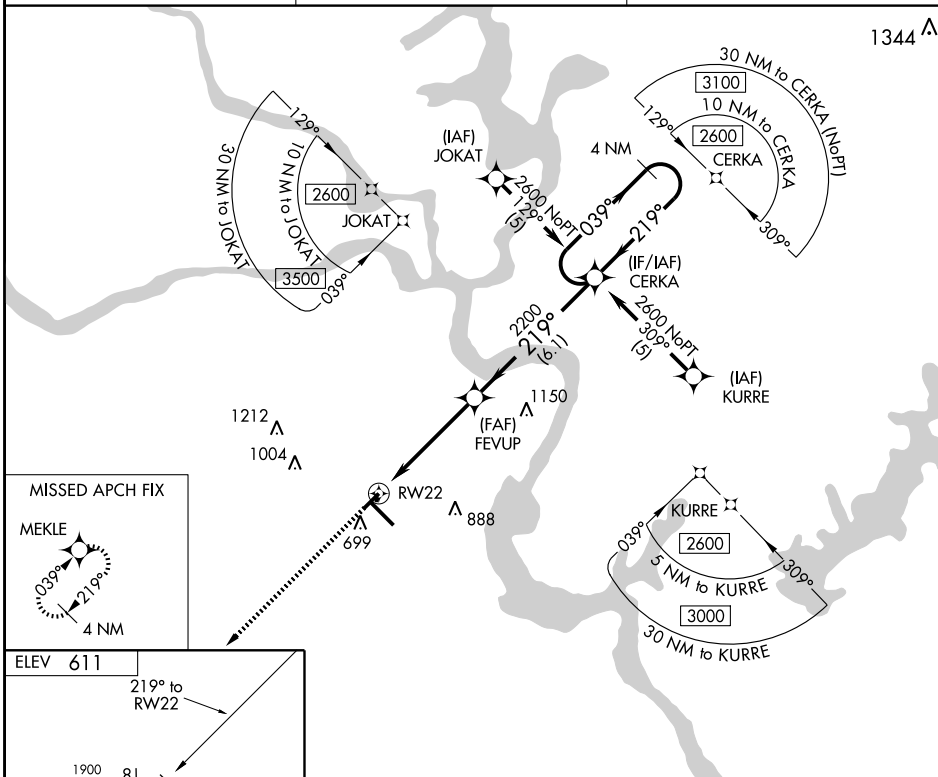
▼ Straight-in minimums NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, increase circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

ASOS  
**135.025**

FORT WORTH CENTER  
**132.2 338.35**

UNICOM  
**122.8 (CTAF) 1**

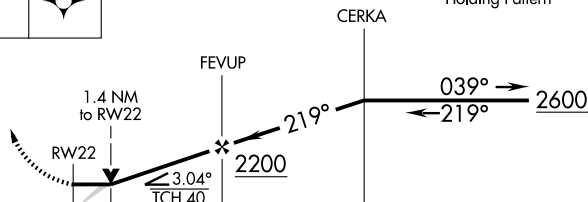
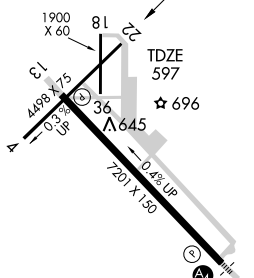


MISSED APCH FIX



ELEV **611**

219° to RW22



CATEGORY	A	B	C	D
LNAV MDA	1100-1	503 (500-1)	1100-1½	503 (500-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)

MIRL Rwy 13-31 1

MUSKOGEE, OKLAHOMA

Orig 08325

35°39'N-95°22'W

MUSKOGEE/DAVIS FIELD (MKO)

# RNAV (GPS) RWY 22



WAAS  
CH **42807**  
**W31B**

APP CRS  
**309°**

Rwy Idg **7201**  
TDZE **593**  
Apt Elev **611**

# RNAV (GPS) RWY 31

MUSKOGEE/DAVIS FIELD (MKO)

**T** For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inoperative table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C.

MALS



**MISSED APPROACH:** Climb to 2900 direct POKYO and hold.

ASOS

**135.025**

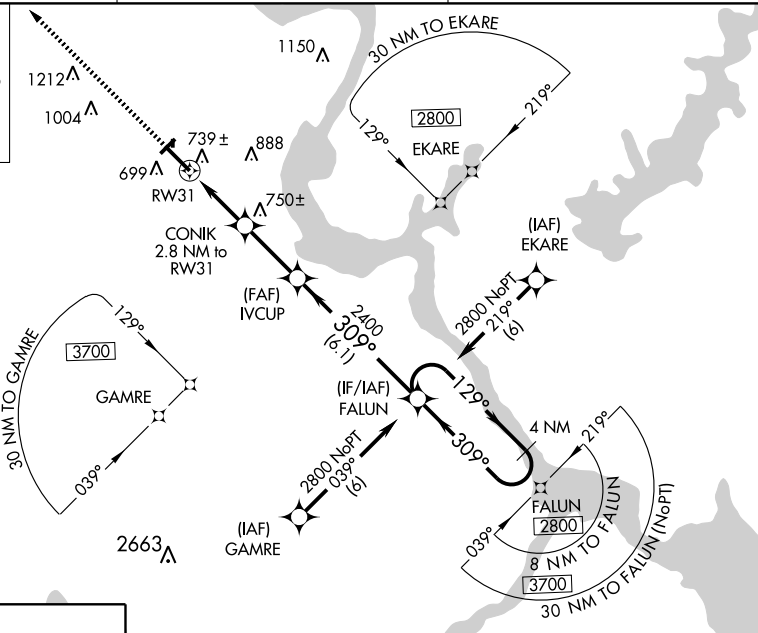
FORT WORTH CENTER

**132.2 338.35**

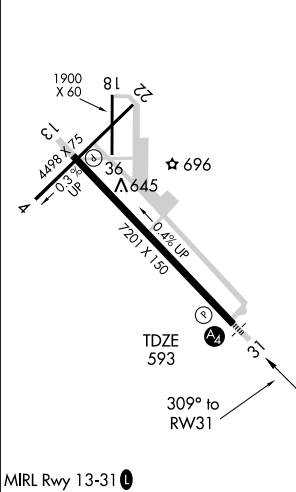
UNICOM

**122.8 (CTAF) 1**

MISSED APCH FIX



ELEV 611

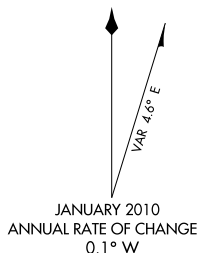


MIRL Rwy 13-31 1

2900 POKYO		4 NM Holding Pattern				
*LNAV only		CONIK 2.8 NM to RWY 31				
RWY 31		IVCUP				
1.2 NM to RWY 31		FALUN				
1.2		1.6 NM				
1.2		2.7 NM				
1.2		6.1 NM				
CATEGORY	A	B	C	D	E	
LPV DA	843-1		250 (300-1)			
LNAV/VNAV DA	1139-2		546 (600-2)			
LNAV MDA	1000-¾	407 (400-¾)	1000-1¼	407 (400-1¼)	1000-1½	407 (400-1½)
CIRCLING	1120-1	1160-1	1180-1½	1200-2	1580-3	969 (1000-3)
	509 (600-1)	549 (600-1)	569 (600-1½)	589 (600-2)	969 (1000-3)	

10210

## AIRPORT DIAGRAM

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)  
AL-5672 (FAA) NORMAN, OKLAHOMAAWOS-3  
119.55  
WESTHEIMER TOWER ★  
118.0  
GND CON  
121.6


VAR 4.6° E  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

FIELD  
ELEV  
1182

ZL

5199 X 100

175.1°

C-1

C

C

B

C

C

35

ELEV  
1177

4748 X 100

351.6°

ELEV  
1175RWY 03-21  
S-30, D-50, 2D-100  
RWY 17-35  
S-30, D-50, 2D-100ELEV  
1179

211.6°

Z

A

B

A

A

A

A

A

A

A

35°15'N

1315

35°14'N

97° 29'W

97° 28'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

HANGARS

HANGAR

TERMINAL/  
CONTROL TOWER/FBO

## AIRPORT DIAGRAM

10210

NORMAN, OKLAHOMA  
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

SC-1, 21 OCT 2010 to 18 NOV 2010

## NORMAN

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN) 3 NW UTC-6(-5DT)

DALLAS—FT. WORTH

N35°14.73' W97°28.33'

H-6H, L-15D

1182 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE OUN

IAP, AD

RWY 17-35: H5199X100 (ASPH) S-30, D-50, 2D-100 MIRL

RWY 17: MALSR. VASI(V2L)—GA 3.5° TCH 33'. Rgt tfc.

RWY 35: REIL. VASI(V2L)—GA 3.5° TCH 47'.

RWY 03-21: H4748X100 (ASPH) S-30, D-50, 2D-100 MIRL

RWY 03: MALS. VASI(V2L)—GA 3.5° TCH 30'. Pole.

RWY 21: VASI(V2L)—GA 3.5° TCH 32'. Bldg. Rgt tfc.

**AIRPORT REMARKS:** Attended 1200-0400Z†. Use extreme care coyotes and deer on and in vicinity of runways. High density student ops involve aprt and 5 miles south. Preferred calm wind runway: arrive Runway 03 and Runway 17 depart Runway 21 and Runway 35. 180° turns prohibited on runways for all other than single engine light aircraft. TPA—1682(500) for helicopters, 2182(1000) for single-engine, 2682(1500) for multi-engine and jet aircraft. VASI Runway 03 OTS indefinite. Runway 17 VASI OTS indefinite. Runway 21 VASI OTS indefinite. Runway 35 VASI OTS indefinite. When tower closed, ACTIVATE MIRL Runway 03-21 and Runway 17-35, MALSR Runway 17, and MALSR Runway 03—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.55 (405) 325-7302.**COMMUNICATIONS:** CTAF 118.0 UNICOM 122.95

NORMAN RCO 122.15 (MC ALESTER RADIO)

® OKE CITY APP/DEP CON 120.45

WESTHEIMER TOWER 118.0 (1400-0400Z) GND CON 121.6

**AIRSPACE:** CLASS D svc (1400-0400Z) other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

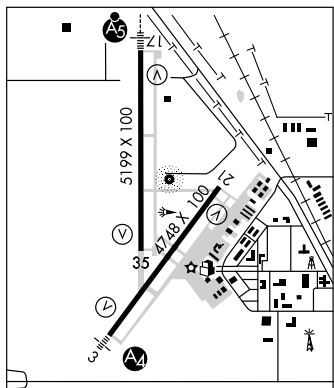
WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52' W97°36.55' 128° 9.6 NM to fld. 1230/7E.

HIWAS.

NORMAN NDB (MHW) 260 OUN N35°14.90' W97°28.20' at fld. NOTAM FILE OUN. NDB unmonitored when tower closed.

ILS/DME 111.1 I-PHY Chan 48 Runway 03. LOC only. LOC/DME unmonitored when tower closed.

ILS/DME 111.95 I-BWM Chan 56(Y) Runway 17. Class IE. DME unusable beyond 30° left of course.



NORMAN N35°14.90' W97°28.20' NOTAM FILE OUN.

DALLAS—FT. WORTH

NDB (MHW) 260 OUN at University of Oklahoma Westheimer. Unmonitored when tower closed.

L-15D

NORMAN N35°14.50' W97°28.02'

DALLAS—FT. WORTH

RCO 122.15 (MC ALESTER RADIO)

H-6H, L-15D

NOWATA MUNI (H66) 2 NE UTC-6(-5DT) N36°43.26' W95°37.52'

KANSAS CITY

679 NOTAM FILE MLC

RWY 17-35: H2500X45 (ASPH) S-4

RWY 17: P-line. RWY 35: Trees.

RWY 05-23: 2440X45 (TURF)

RWY 05: P-line. RWY 23: Trees.

**AIRPORT REMARKS:** Unattended. Runway 05-23 CLOSED indefinite. -2' ditch at Runway 23 threshold, -12' ditch 220' from Runway 35 threshold. Runway 17-35 surface rough and uneven. Runway 05-23 extremely rough and covered with tall grass. Runway 35 end markings deteriorated or partially covered by asphalt patching. NOTE: See Special Notices—Aerobatic Practice Area.

**COMMUNICATIONS:** CTAF 122.9

OILLR N36°05.84' W95°53.33' NOTAM FILE TUL.

KANSAS CITY

NDB (LOM) 338 TU 353° 6.1 NM to Tulsa Intl.

## OKEENE

CHRISTMAN AIRFIELD (O65) 1 SE UTC-6(-5DT) N36°06.75' W98°18.52'

WICHITA

1205 NOTAM FILE MLC

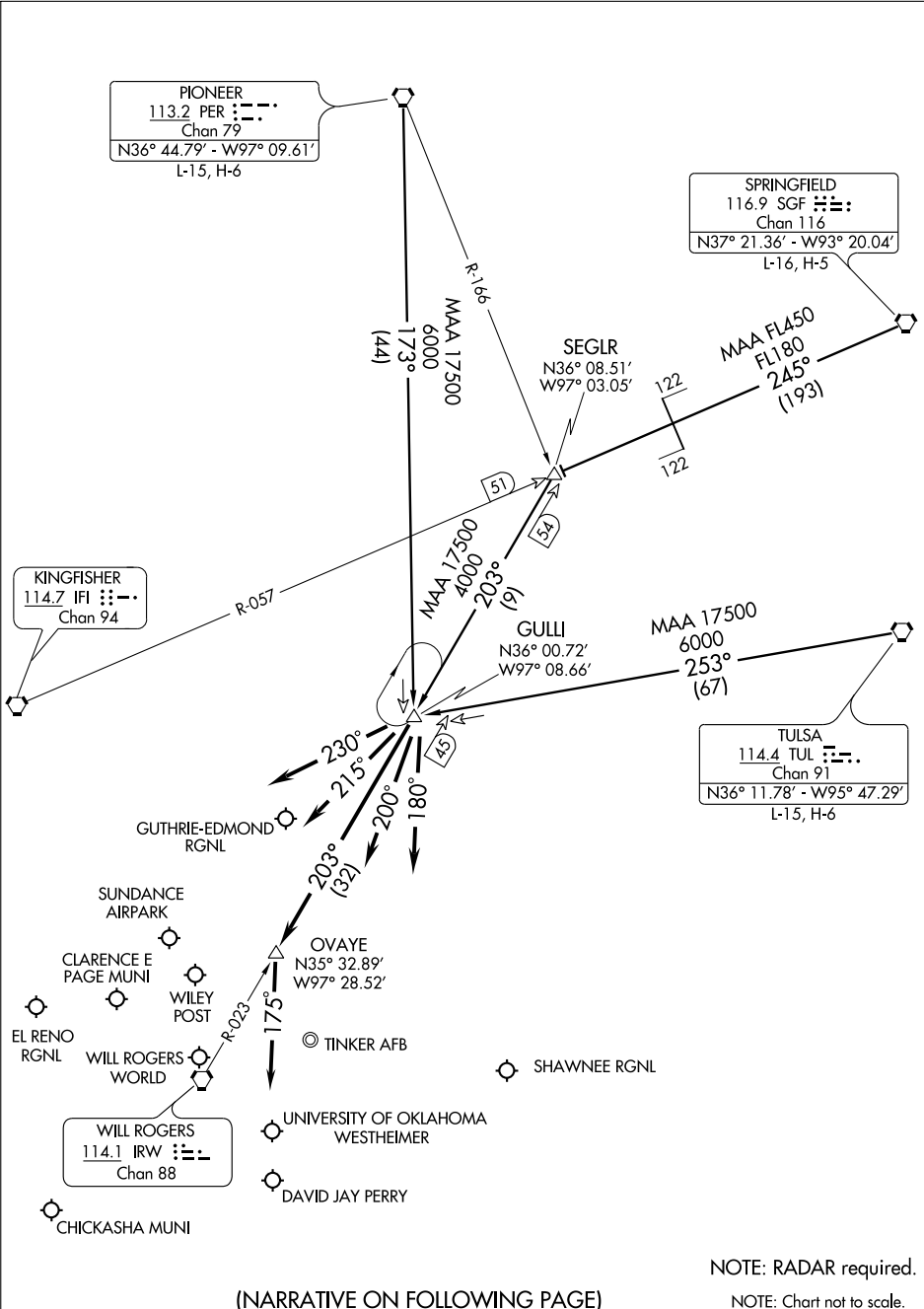
L-15D

RWY 17-35: H3000X60 (ASPH) S-12

RWY 17: P-line.

**AIRPORT REMARKS:** Unattended.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N36°48.32' W98°00.24' 312° 23.6 NM to fld. 1110/9E.



## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BWM  
**111.95**  
Chan **56 (Y)**

APP CRS  
**173°**

Rwy Idg **5199**  
TDZE **1182**  
Apt Elev **1182**

**ILS or LOC RWY 17**  
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

**T** If local altimeter setting not received, use Will Rogers altimeter setting and increase DA to 1423 feet; increase all MDAs 60 feet. VDP NA with Will Rogers altimeter setting. Circling not authorized southeast of Rwy 3-21.

MALSR



**MISSED APPROACH:** Climbing right turn to 3000 via heading 185° and IRW VORTAC R-155 to WETIX/IRW 22.4 DME and hold.

AWOS-3  
**119.55**

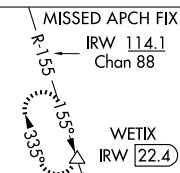
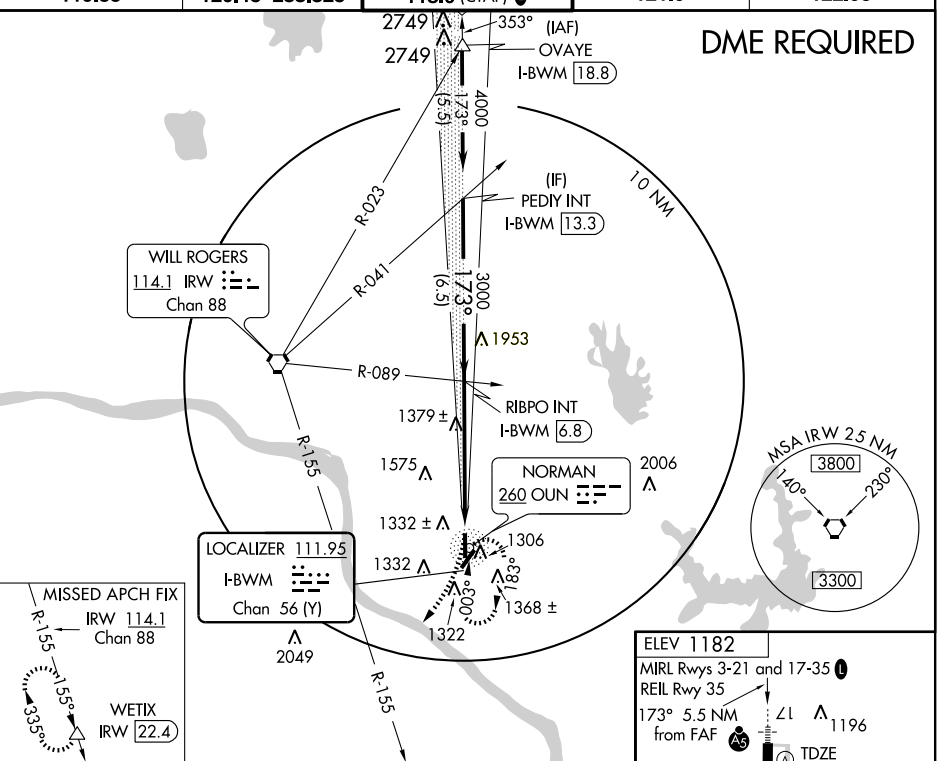
OKE CITY APP CON  
**120.45 288.325**

**WESTHEIMER TOWER\***  
**118.0 (CTAF) 0**

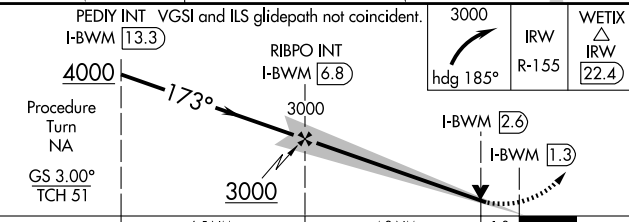
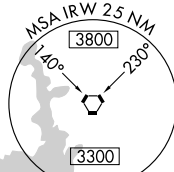
GND CON  
**121.6**

UNICOM  
**122.95**

**DME REQUIRED**

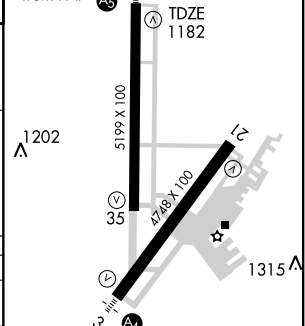


LOCALIZER **111.95**  
I-BWM  
Chan **56 (Y)**



**ELEV 1182**

MIRL Rwy 3-21 and 17-35  
REIL Rwy 35  
173° 5.5 NM from FAF  
TDZE 1182

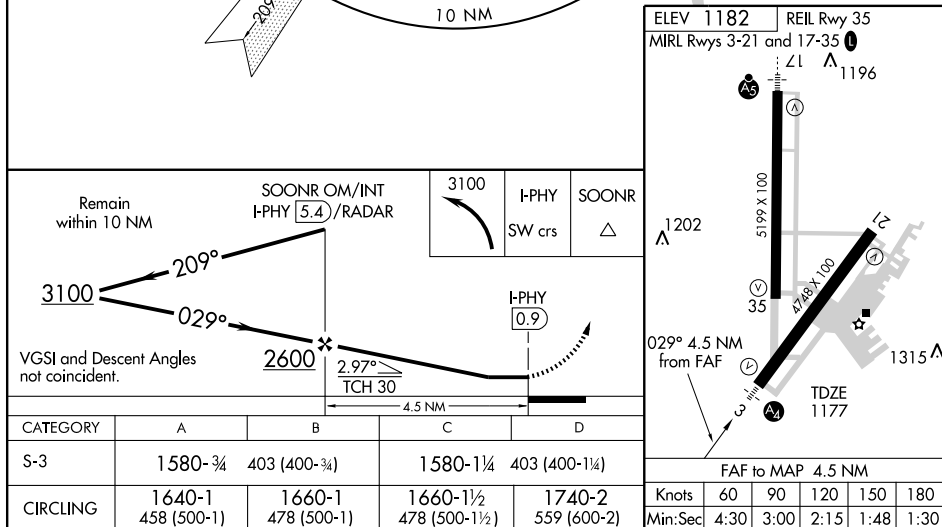
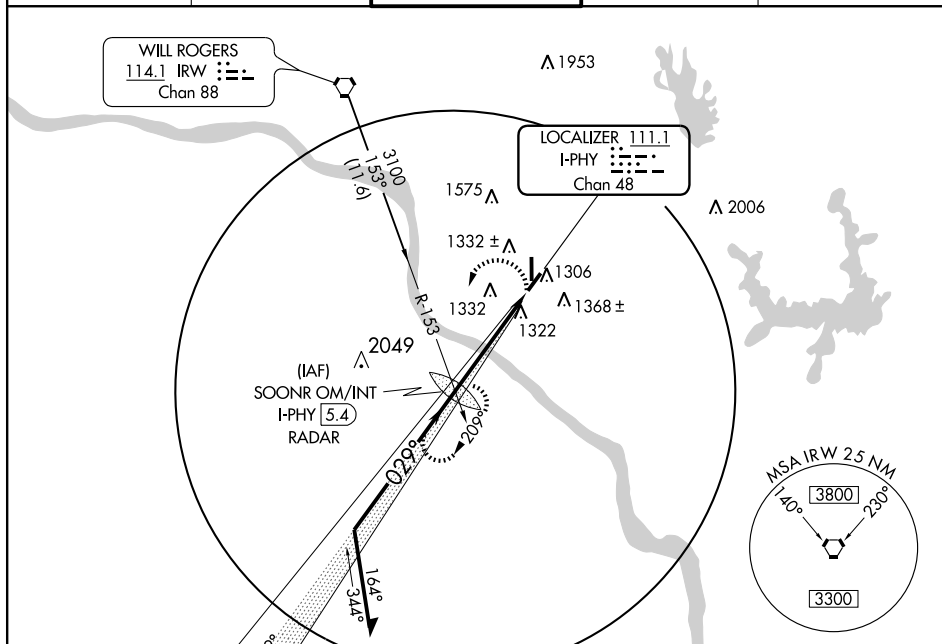


CATEGORY	A	B	C	D
S-ILS 17	1382-1/2 200 (200-1/2)			
S-LOC 17	1680-1/2 498 (500-1/2)	1680-3/4 498 (500-3/4)	1680-1 498 (500-1)	
CIRCLING	1680-1 498 (500-1)	1680-1/2 498 (500-1/2)	1740-2 558 (600-2)	

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

LOC I-PHY <b>111.1</b> Chan <b>48</b>	APP CRS <b>029°</b>	Rwy Idg <b>4748</b> TDZE <b>1177</b> Apt Elev <b>1182</b>	MALS A <sub>1</sub> =	MISSED APPROACH: Climbing left turn to 3100 via I-PHY SW course to SOONR Int and hold.
▼ ▲ NA	If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply to Cat. C. Circling not authorized southeast of Rwy 3-21.			

AWOS-3 <b>119.55</b>	OKE CITY APP CON <b>120.45 288.325</b>	WESTHEIMER TOWER* <b>118.0</b> (CTAF) 0	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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NDB OUN <b>260</b>	APP CRS <b>020°</b>	Rwy Idg TDZE <b>1177</b> Apt Elev <b>1182</b>
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**NDB RWY 3**

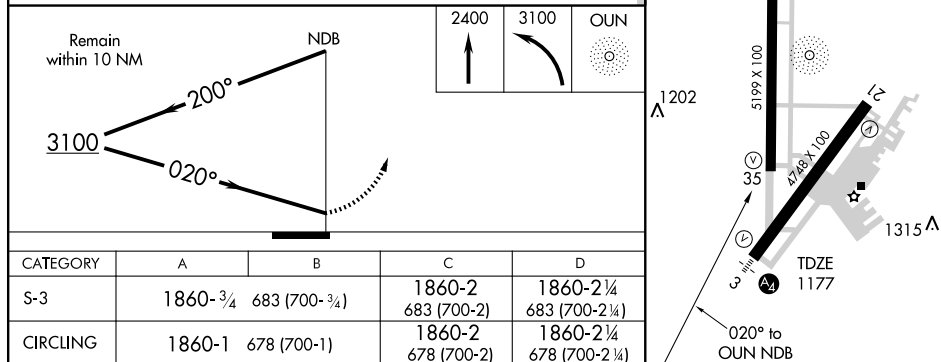
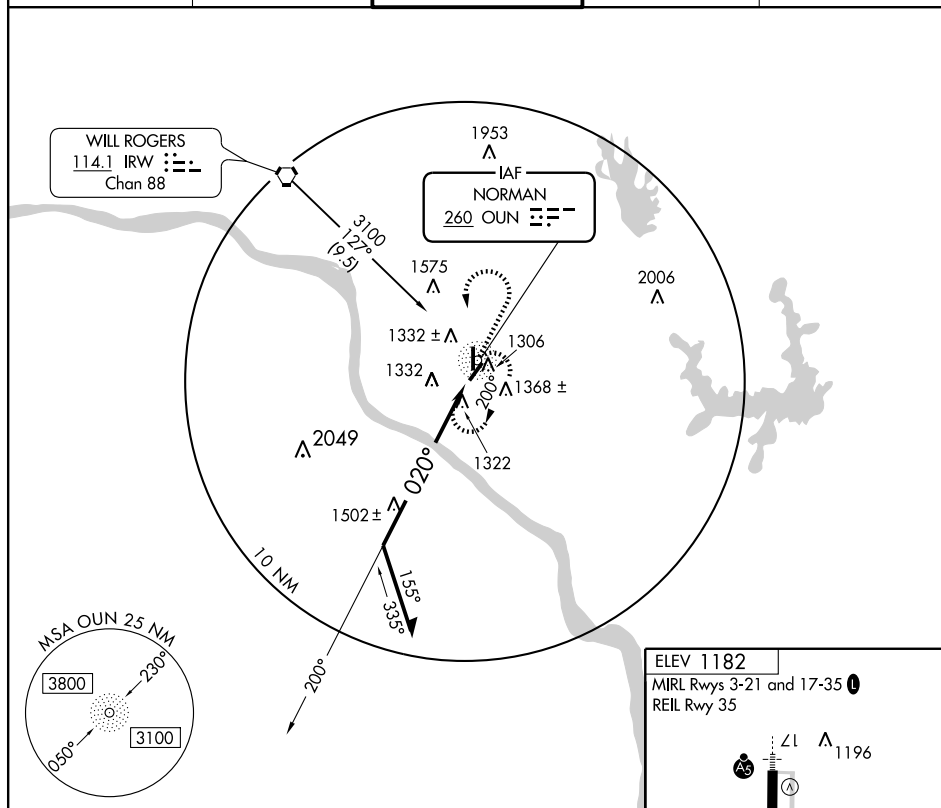
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

▼ If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Circling NA southeast of Rwy 3-21. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

MALS  
A<sub>2</sub> =

MISSED APPROACH: Climb to 2400 then climbing left turn to 3100 direct OUN NDB and hold.

AWOS-3 <b>119.55</b>	OKE CITY APP CON <b>120.45 288.325</b>	WESTHEIMER TOWER* <b>118.0</b> (CTAF) <b>0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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NORMAN, OKLAHOMA

Amdt 1 10154

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

35° 15' N-97° 28' W

**NDB RWY 3**



NDB OUN <b>260</b>	APP CRS <b>003°</b>	Rwy Idg TDZE <b>1182</b> Apt Elev <b>1182</b>
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**NDB RWY 35**

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

**▽** When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-35 Cat B/C/D and circling Cat B/C/D visibility ¼ mile.

**MISSED APPROACH:** Climb to 2400 then climbing right turn to 3000 direct NORMAN OUN NDB and hold.

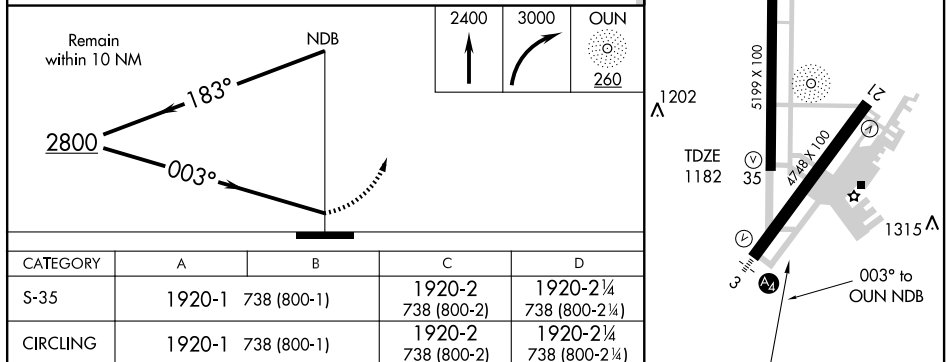
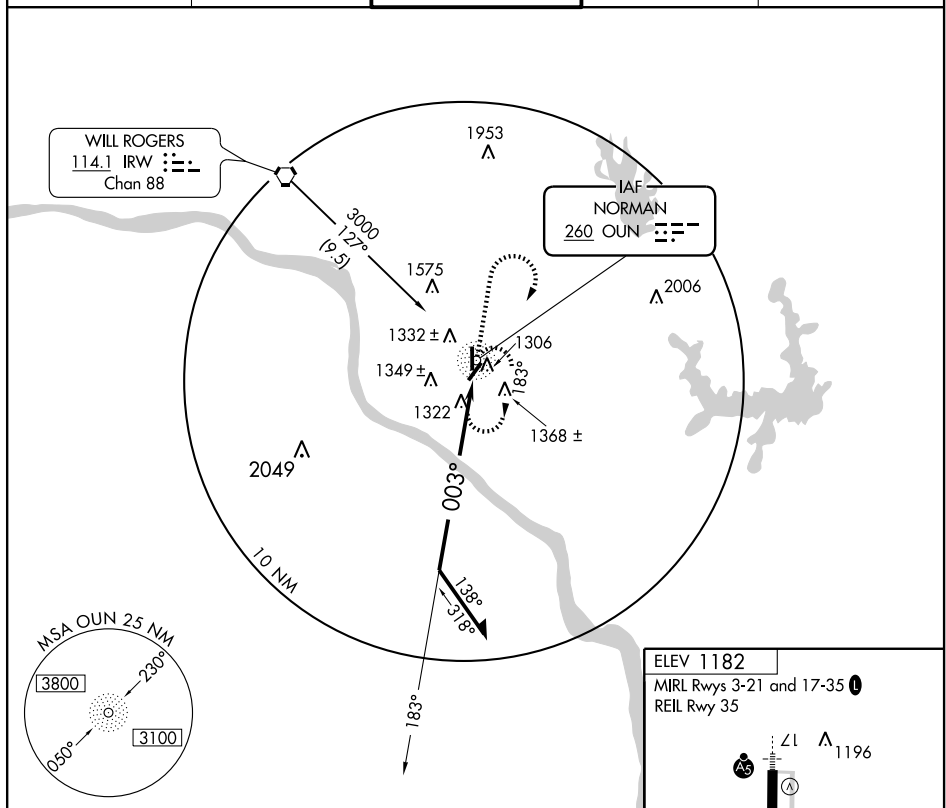
AWOS-3  
**119.55**

OKE CITY APP CON  
**120.45 288.325**

WESTHEIMER TOWER ★  
**118.0 (CTAF)**

GND CON  
**121.6**

UNICOM  
**122.95**



NORMAN, OKLAHOMA

Orig-C 08APR10

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

35° 15' N-97° 28' W

**NDB RWY 35**

APP CRS <b>029°</b>	Rwy Idg TDZE <b>1177</b>	<b>4748</b>
	Apt Elev <b>1182</b>	

**RNAV (GPS) RWY 3**

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

- ▼** Inoperative table does not apply to LNAV Cat C. Circling NA southeast of Rwy 3 and 21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters
- ▲** NA. When local altimeter setting not received, use Will Rogers altimeter setting and increase all MDA 60 feet.

MALS



**MISSED APPROACH:** Climbing right turn to 3000 direct COFIX and hold.

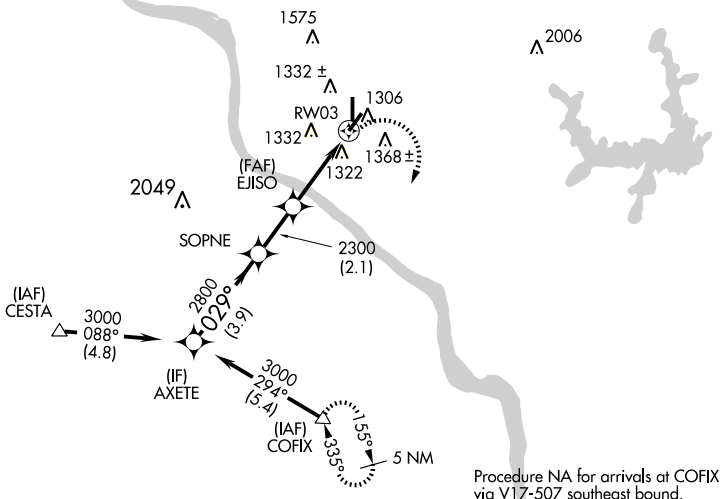
AWOS-3  
**119.55**

OKE CITY APP CON  
**120.45 288.325**

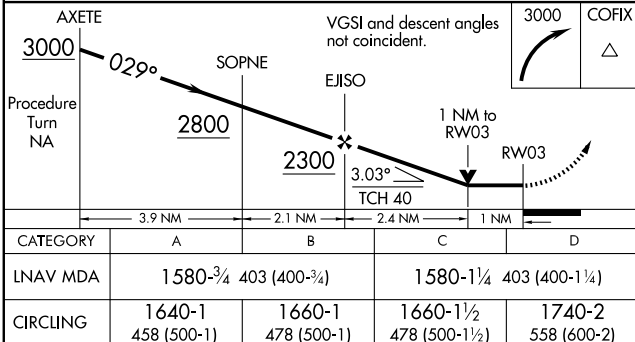
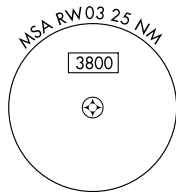
WESTHEIMER TOWER\*  
**118.0 (CTAF) 0**

GND CON  
**121.6**

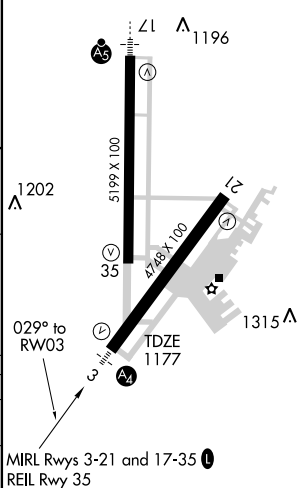
UNICOM  
**122.95**



Procedure NA for arrivals at COFIX via V17-507 southeast bound.



ELEV 1182



WAAS CH <b>58302</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>5199</b> TDZE <b>1182</b> Apt Elev <b>1182</b>
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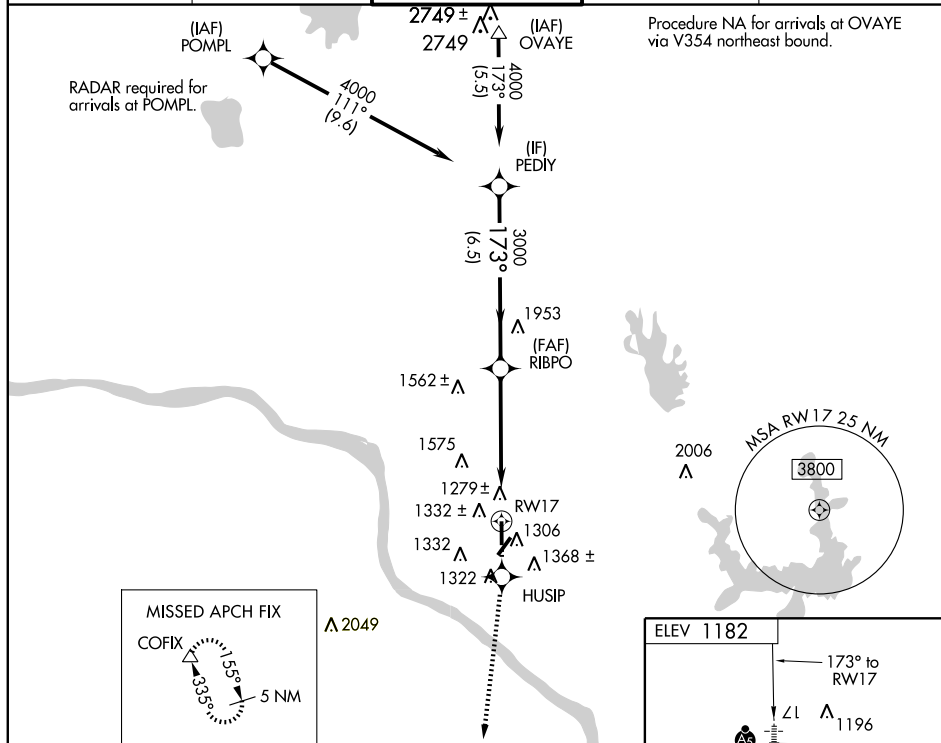
# RNAV (GPS) RWY 17

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

- ▼ If local altimeter setting not received, use Will Rogers altimeter setting and increase all DAs 41 feet, increase all MDAs 60 feet. BARO-VNAV NA when using Will Rogers altimeter setting.
- ▲ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). VDP NA when using Will Rogers altimeter setting. Circling NA southeast of Rwy 3-21. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1.

MALSR MISSED APPROACH:  
Climb to 3000 direct  
HUSIP and via 179°  
track to COFIX and hold.

AWOS-3 <b>119.55</b>	OKE CITY APP CON <b>120.45 288.325</b>	WESTHEIMER TOWER* <b>118.0 (CTAF)</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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PEDY		VGSI and RNAV glidepath not coincident.		3000	HUSIP	179° tr	COFIX
4000		173°		3000		179° tr	
Procedure Turn NA		RIBPO		RW17		*1.4 NM to RW17	
GS 3.00° TCH 51		6.5 NM		4.1 NM		*LNAV only	
CATEGORY	A	B	C	D			
LPV DA	1506-1/2			324 (400-1/2)			
LNAV/DA	1552-3/4			370 (400-3/4)			
LNAV MDA	1720-1/2	538 (600-1/2)	1720-1	538 (600-1)	1720-1 1/4	538 (600-1 1/4)	
CIRCLING	1720-1	538 (600-1)	1720-1 1/2	538 (600-1 1/2)	1740-2	558 (600-2)	

TDZE 1182

5199 X 100

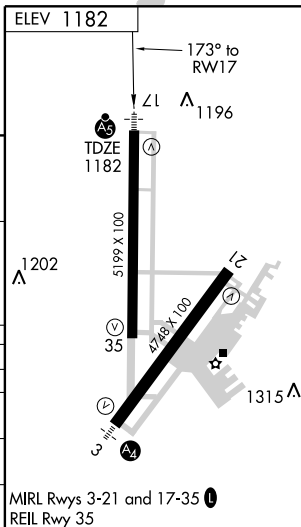
35

ATIS X 100

1315

MIRL Rwy 3-21 and 17-35

REIL Rwy 35



**OKEMAH FLYING FLD** (F81) 1 E UTC-6(-5DT) N35°25.85' W96°17.03'

DALLAS—FT. WORTH

867 TPA—1800(933) NOTAM FILE MLC

Rwy 17-35: 2585X100 (TURF)

Rwy 17: Tree. Rwy 35: Tree.

Rwy 02-20: 2375X80 (TURF)

Rwy 02: Trees. Rwy 20: Tree.

**AIRPORT REMARKS:** Unattended. Rwy 02-20 CLOSED indef. Numerous golf trails cross the rwy. Rwy 02-20 lined with +30' trees. Trees, broken light fixtures, old tires, golf driving range, golf tees, all within primary surface and safety areas of both rwys. Water hole and drain on east side of Rwy 17-35 at twy intersection.

**COMMUNICATIONS:** CTAF 122.9

## OKLAHOMA CITY

**CLARENCE E PAGE MUNI** (RCE) 15 W UTC-6(-5DT) N35°29.28' W97°49.41'

DALLAS—FT. WORTH

1354 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE MLC

H-6H, L-15D

Rwy 17R-35L: H6014X100 (CONC) S-40, D-60 HIRL

IAP, AD

Rwy 17R: PAPI(P4L)—GA 3.0° TCH 42'. Fence. Rgt tfc.

Rwy 35L: PAPI(P4L)—GA 3.0° TCH 42'.

Rwy 17L-35R: H3502X75 (CONC) S-17 MIRL

Rwy 17L: Trees. Rwy 35R: Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Sat 1330-2330Z†. Ultralights on and invof arpt. Deer on and invof rwy. Aerobatic acft blo 6400' 1NM radius of arpt. ACTIVATE HIRL Rwy 17R-35L and MIRL Rwy 17L-35R—CTAF.

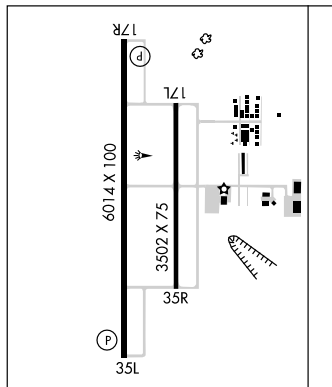
**WEATHER DATA SOURCES:** AWOS-3 125.05 (405) 354-2617.

**COMMUNICATIONS:** CTAF/UNICOM 123.0 Unicom unmonitored.

Ⓡ OKE CITY APP/DEP CON 124.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 300° 13.1 NM to fld. 1230/7E. HIWAS.



**SUNDANCE AIRPARK** (HSD) 11 NW UTC-6(-5DT) N35°36.11' W97°42.37'

DALLAS—FT. WORTH

1193 B FUEL 100LL, JET A NOTAM FILE MLC

H-6H, L-15D

Rwy 17-35: H5001X100 (CONC) MIRL 0.8% up S

IAP

Rwy 17: VASI(V2L)—GA 2.25° TCH 24'. Rgt tfc.

Rwy 35: VASI(V2L)—GA 2.50° TCH 21'.

**AIRPORT REMARKS:** Attended 1400-0000Z†. 100LL avbl 24 hr self-serve with credit card. ACTIVATE MIRL Rwy 17-35 and VASI Rwy 17 and Rwy 35—CTAF.

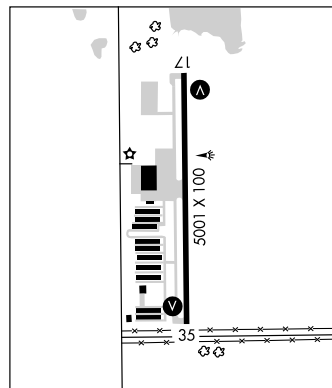
**COMMUNICATIONS:** CTAF/UNICOM 122.7

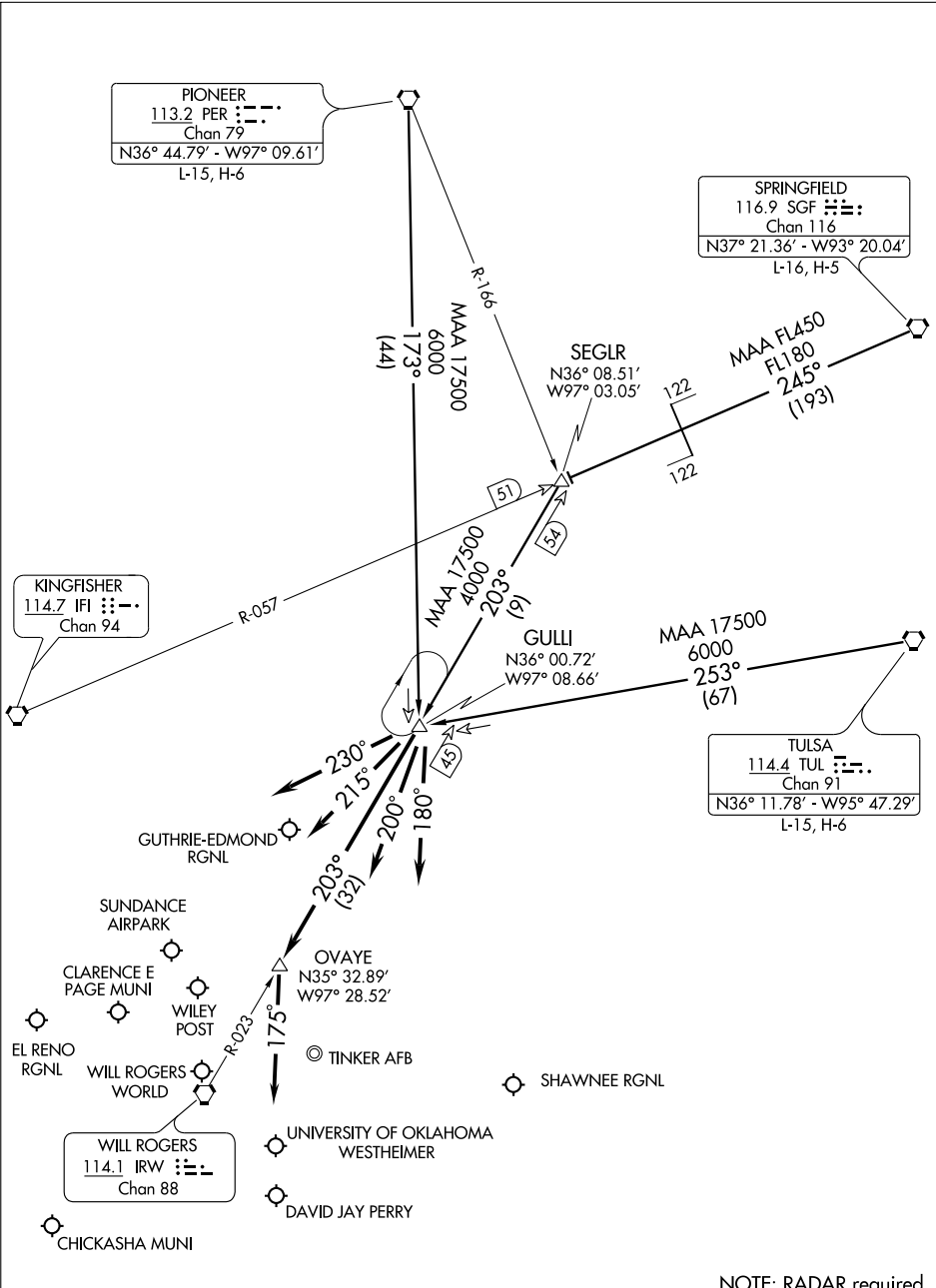
Ⓡ OKE CITY APP/DEP CON 124.6 CLNC DEL 123.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 335° 15.3 NM to fld. 1230/7E. HIWAS.

ILS 109.9 I-HSD Rwy 17. LOC only.





## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

LOC I-HSD <b>109.9</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev <b>5001</b> <b>1178</b> <b>1193</b>
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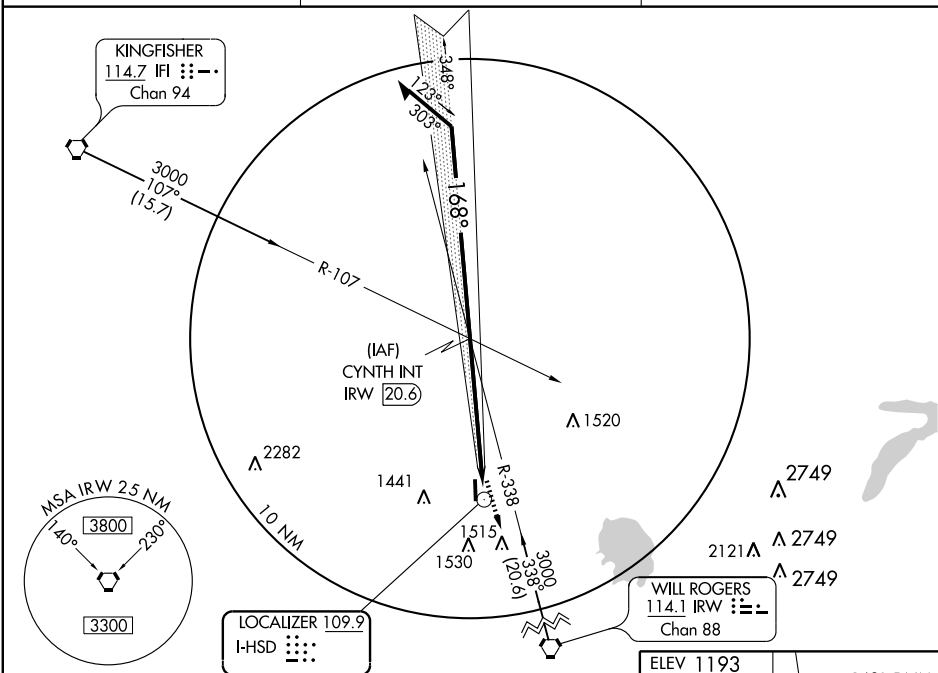
**LOC RWY 17**

OKLAHOMA CITY/SUNDANCE AIRPARK (HSD)

▼ Use Wiley Post altimeter setting.

▲ NA

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON  
**124.6 266.8**CLNC DEL  
**123.7**UNICOM  
**122.7 (CTAF) 0**Remain  
within 10 NMCYNTH INT  
IRW 20.6VGSI descent angles  
not coincident.3000  
IRW  
114.1

3000

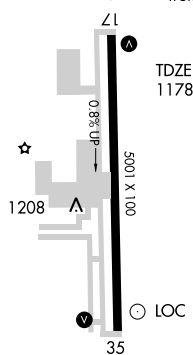
2800

3.03°  
TCH 40IRW  
15.7

5 NM

CATEGORY	A	B	C	D
S-17	1500-1	322 (400-1)		NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

ELEV 1193

168° 5 NM  
from FAF

MIRL Rwy 17-35 0

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>1178</b> <b>1193</b>
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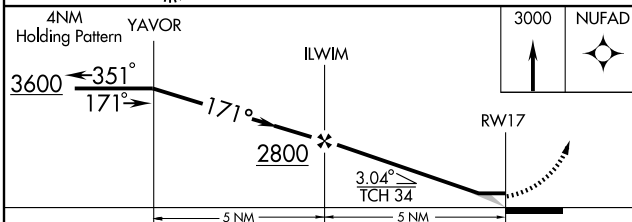
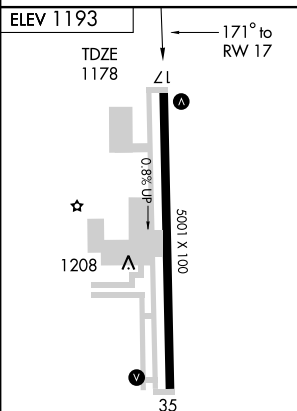
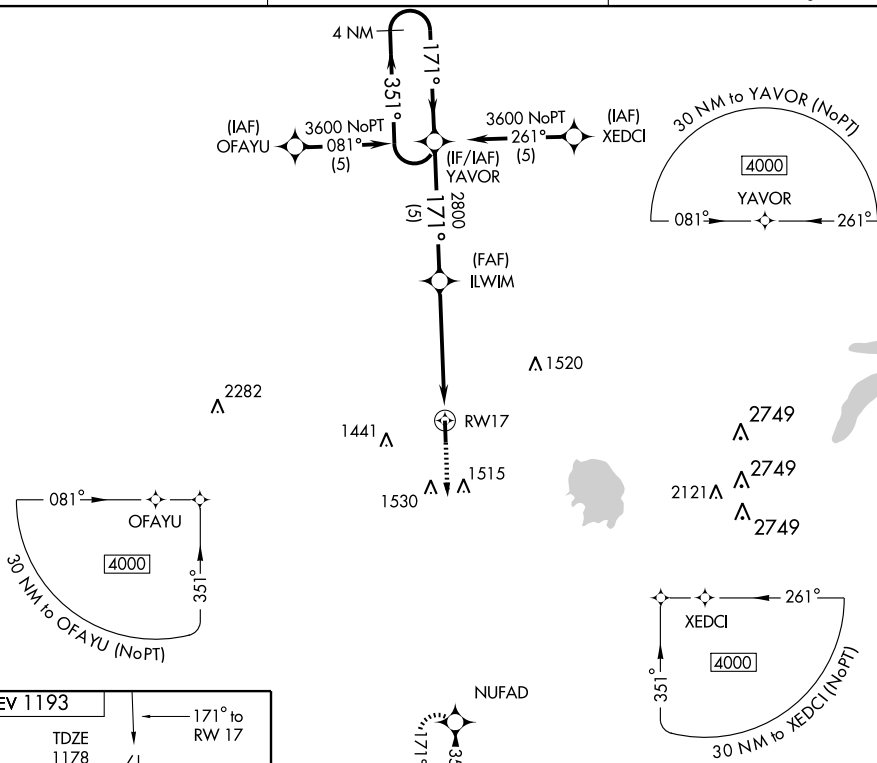
## RNAV (GPS) RWY 17

OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

**T** **A** NA Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct NUFAD and hold.

OKE CITY APP CON  
124.6 266.8

CLNC DEL  
**123.7**UNICOM  
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1600-1 422 (500-1)		1600-1¼ 422 (500-1¼)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

OKLAHOMA CITY, OKLAHOMA

Orig-A 08325

OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

35° 36'N- 97° 42'W

## RNAV (GPS) RWY 17

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010



APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>1193</b> <b>1193</b>
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## RNAV (GPS) RWY 35

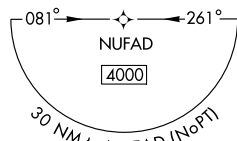
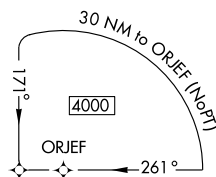
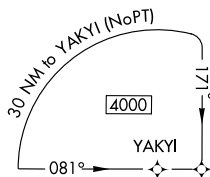
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

**T** **A** **NA** Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

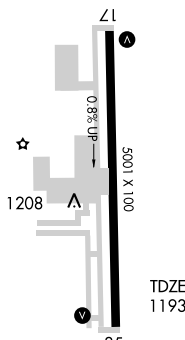
**MISSED APPROACH:** Climb to 3600 direct YAVOR WP and hold.

OKC CITY APP CON  
124.6 266.8

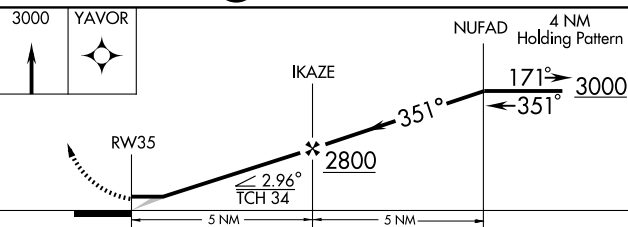
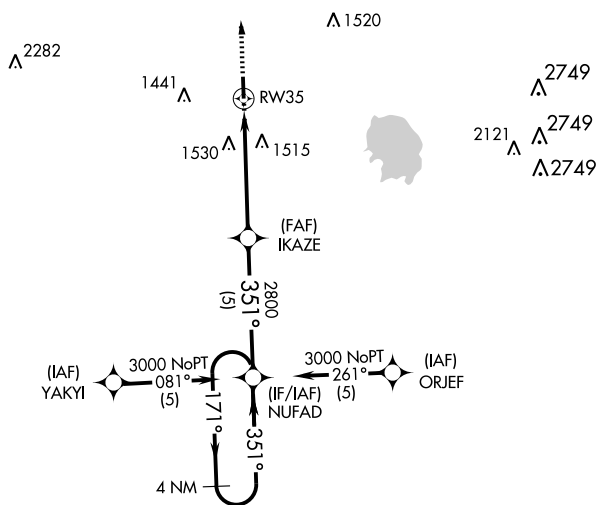
CLNC DEL  
**123.7**

UNICOM  
122.7 (CTAF) **L**

ELEV 1193



\_\_\_\_\_



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1780-1 587 (600-1)	1780-1½ 587 (600-1½)		NA
CIRCLING	1780-1 587 (600-1)	1780-1½ 587 (600-1½)		NA

OKLAHOMA CITY, OKLAHOMA

Orig-A 08325

OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

35° 36'N- 97° 42'W

**RNAV (GPS) RWY 35**

VORTAC IRW <b>114.1</b> Chan <b>88</b>	APP CRS <b>155°</b>	Rwy Idg TDZE Apt Elev <b>1193</b>	<b>5001</b> <b>1178</b> <b>1193</b>
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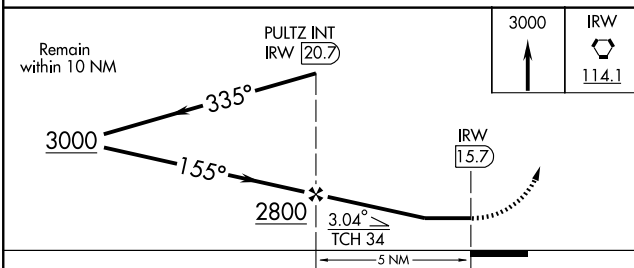
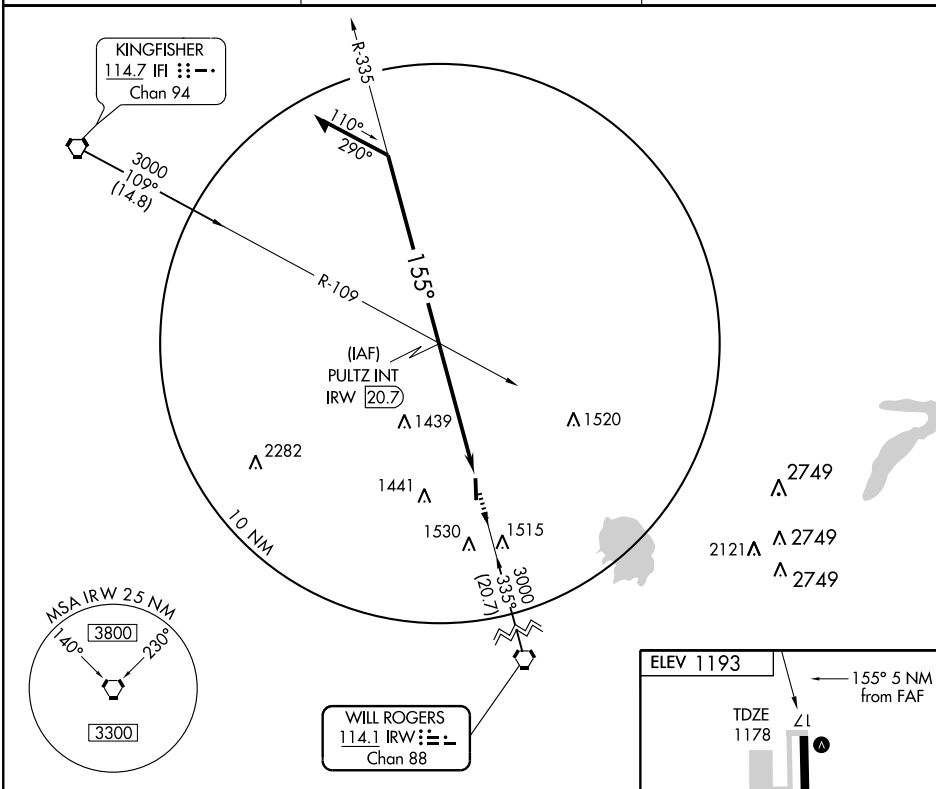
VOR RWY 17

OKLAHOMA CITY/SUNDANCE AIRPARK (HSD)

▼ Use Wiley Post altimeter setting.

▲ NA

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON  
**124.6 266.8**CLNC DEL  
**123.7**UNICOM  
**122.7** (CTAF) **0**

CATEGORY	A	B	C	D
S-17	1700-1	522 (600-1)	1700-1½ 522 (600-1½)	NA
CIRCUING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

MIRL Rwy 17-35 <b>0</b>				
FAF to MAP 5 NM				
Knots	60	90	120	150
Min:Sec	5:00	3:20	2:30	2:00
			1:40	

OKLAHOMA CITY, OKLAHOMA

Amdt 1B 08325

OKLAHOMA CITY/SUNDANCE AIRPARK (HSD)

35° 36'N- 97° 42'W

VOR RWY 17

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

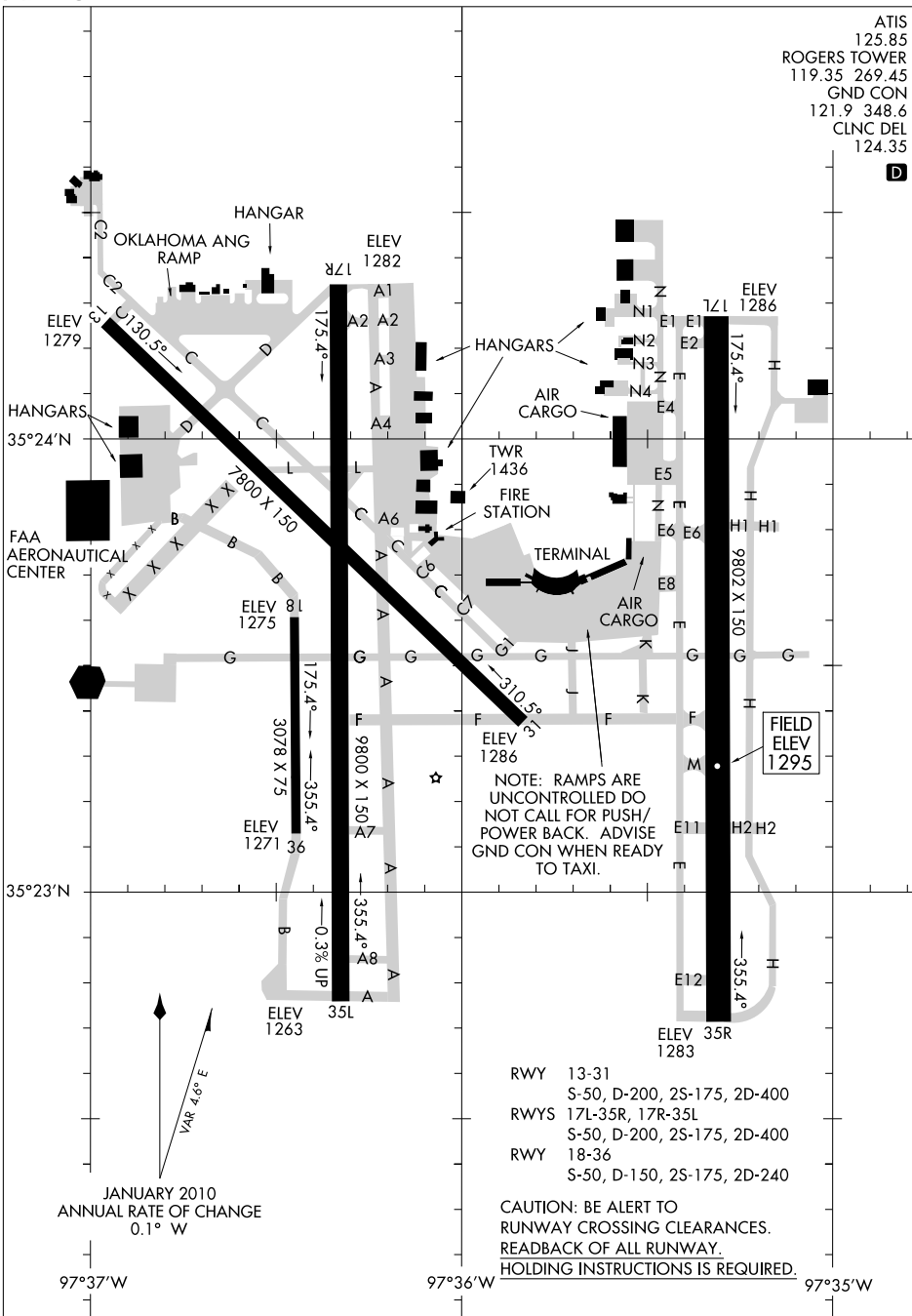
# AIRPORT DIAGRAM

AL-301 (FAA)

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)  
OKLAHOMA CITY, OKLAHOMA

ATIS 125.85  
ROGERS TOWER 119.35 269.45  
GND CON 121.9 348.6  
CLNC DEL 124.35

D



SC-1, 21 OCT 2010 to 18 NOV 2010

# AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA  
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

**WILL ROGERS WORLD** (OKC) 6 SW UTC-6(-5DT) N35°23.59' W97°36.04'  
1295 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C  
NOTAM FILE OKC

**DALLAS-FT. WORTH**  
H-6H, L-15D  
IAP, AD

**RWY 17L-35R:** H9802X150 (CONC-GRVD) S-50, D-200, 2S-175,  
2D-400 HIRL CL

**RWY 17L:** MALSR. **RWY 35R:** ALSF2. TDZL. Rgt tfc.

**RWY 17R-35L:** H9800X150 (CONC-GRVD) S-50, D-200, 2S-175,  
2D-400 HIRL CL

**RWY 17R:** MALSR. PAPI(P4L)—GA 3.0° TCH 60'. Rgt tfc.

**RWY 35L:** MALSR. 0.3% up.

**RWY 13-31:** H7800X150 (ASPH-CONC-GRVD) S-50, D-200,  
2S-175, 2D-400 MIRL

**RWY 13:** REIL. VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc.

**RWY 31:** REIL. VASI(V4L)—GA 3.0° TCH 52'.

**RWY 18-36:** H3078X75 (ASPH) S-50, D-150, 2S-175, 2D-240

**RWY 18:** Rgt tfc.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 13:** TORA-7800 TODA-7800 ASDA-7800 LDA-7800

**RWY 17L:** TORA-9802 TODA-9802 ASDA-9802 LDA-9802

**RWY 17R:** TORA-9800 TODA-9800 ASDA-9800 LDA-9800

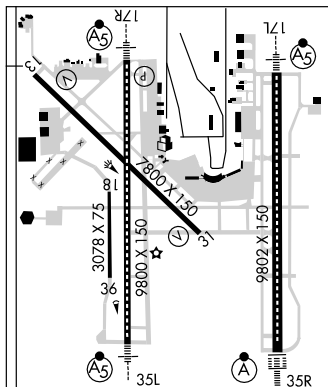
**RWY 18:** TORA-3079 TODA-3079 ASDA-3079 LDA-3079

**RWY 31:** TORA-7800 TODA-7800 ASDA-7800 LDA-7800

**RWY 35L:** TORA-9800 TODA-9800 ASDA-9800 LDA-9800

**RWY 35R:** TORA-9802 TODA-9802 ASDA-9802 LDA-9802

**RWY 36:** TORA-3079 TODA-3079 ASDA-3079 LDA-3079



**AIRPORT REMARKS:** Attended continuously. PPR for parking on FAA Aeronautical Center ramp phone 405-954-4137.

Pilots of acft with wing spans greater than 118' must use judgement over steering at all twy intersections. Rwy 18-36 600' W of Rwy 17R-35L on existing twy. Rwy 17R and Rwy 35L runway visual range touchdown and rollout avbl. Rwy 18-36 VFR dalgt operations only except for Air National Guard. Rwy 18-36 used as taxiway when not used as rwy. Rwy 18-36, Twy G west of Rwy 17R-35L, Twy A2 east of Twy A, Twy D southwest of Rwy 13-31, Twy A1, Twy A3, Twy A4, Twy A6, Twy B, and C2, not avbl for air carrier ops with over 9 passenger seats. Twy G west of Twy B clsd to all except U.S. Marshals Service acft. U.S. Marshals svc ramp PPR phone 405-680-3468. Twy C2 clsd to all ops except Metro Tech tch. Twys H1, H2 and G east of Twy H clsd indef. Compass rose restricted to acft under 95,000 lbs except ANG C-130. Twy B N of compass rose restricted to acft under 120,000 lbs except ANG C-130. All ramps are uncontrolled. Rwy 17R NSTD MALSR, no thld lgts.

Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (405) 682-4871. HIWAS 114.1 IRW. TDWR.

**COMMUNICATIONS:** D-ATIS 125.85 (405) 681-9853

Ⓡ **OKC CITY APP/DEP CON** 124.6 (171°-360°) 120.45 (081°-170°) 124.2 (001°-080°)

**ROGERS TOWER** 119.35 120.25 **GND CON** 121.9 **CLNC DEL** 124.35 **PRE-TAXI CLNC** 124.35

**AIRSPACE:** CLASS C svc continuous ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

(H) **VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 004° 2.1 NM to fld. 1230/7E. **HIWAS**.

**TULOO NDB (MHW/LOM)** 406 OK N35°28.29' W97°36.33' 170° 4.7 NM to fld.

**GALLY NDB (LOM)** 350 RG N35°17.70' W97°35.32' 347° 5.9 NM to fld.

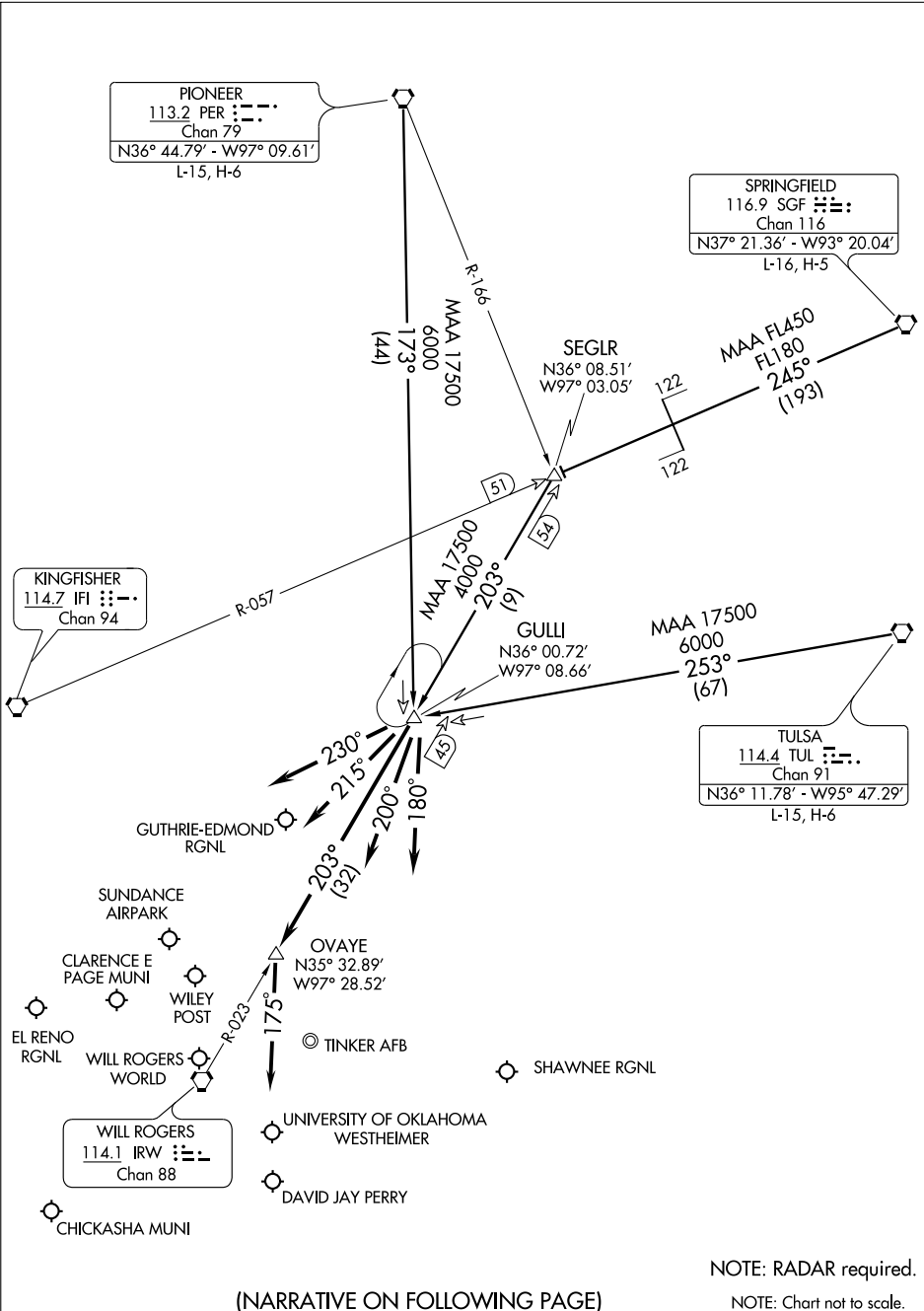
**ILS/DME** 110.9 I-RGR Chan 46 Rwy 35R. Class IIE. LOM **GALLY NDB**. DME unusable 15° right of course.

**ILS/DME** 110.7 I-OKC Chan 44 Rwy 17R. Class IE. LOM **TULOO NDB**. DME also serves Rwy 35L.

**ILS/DME** 110.7 I-LIK Chan 44 Rwy 35L. Class IE. DME also serves Rwy 17R. LOC unusable byd 30° rgt of course.

**ILS/DME** 110.9 I-EXR Chan 46 Rwy 17L. Class IE.

**ASR**



## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:




. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

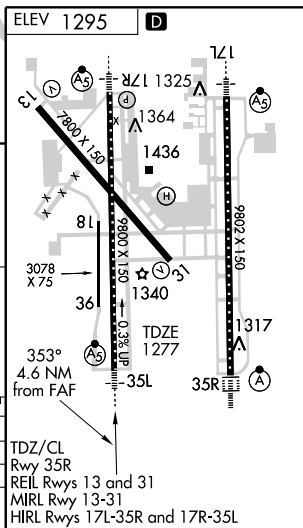
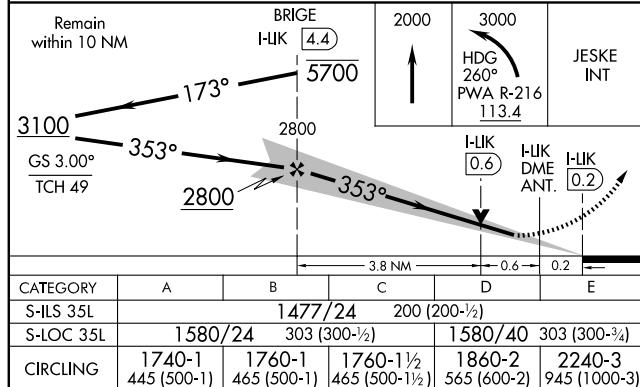
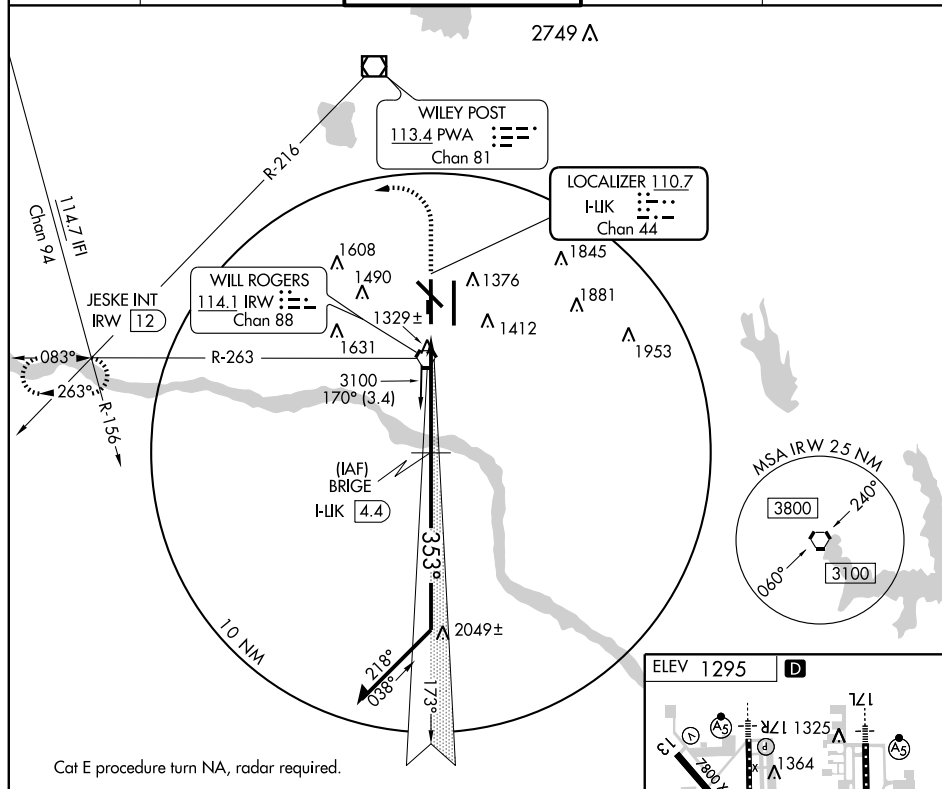
. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

LOC/DME I-LIK <b>110.7</b> Chan <b>44</b>	APP CRS <b>353°</b>	Rwy Idg <b>9800</b> TDZE <b>1277</b> Apt Elev <b>1295</b>
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ILS or LOC/DME RWY 35L  
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

  ASR	For inoperative MALS, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC Cats D,E visibility to RVR 5000.	MALS 	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA VOR/DME R-216 to JESKE Int/IRW 12 DME and hold.
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ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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## ILS or LOC RWY 17L

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

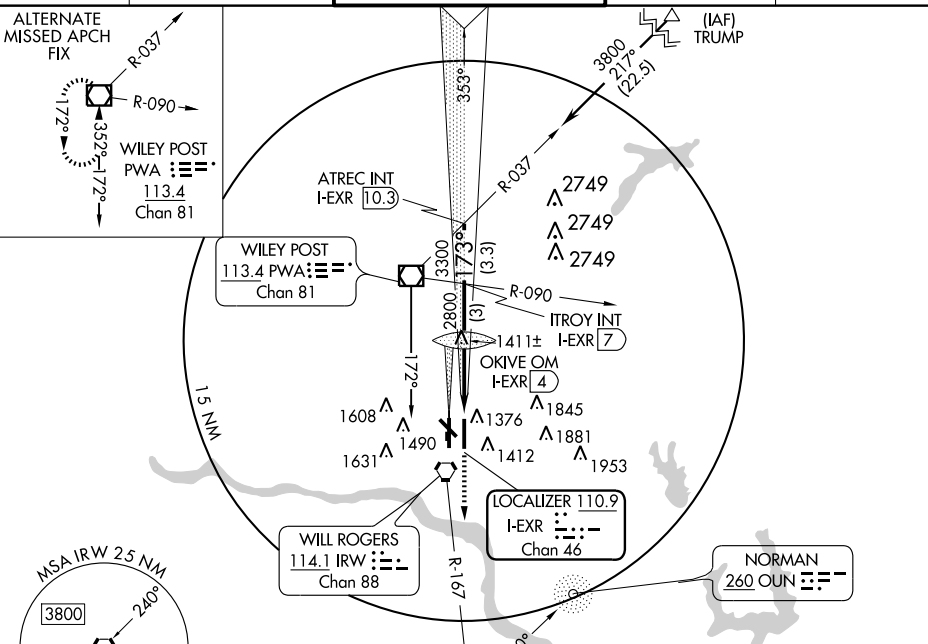
LOC I-EXR <b>110.9</b> Chan <b>46</b>	APP CRS <b>173°</b>	Rwy Idg TDZE <b>1286</b> Apt Elev <b>1295</b>	<b>9802</b>
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For inoperative MALS, increase S-ILS 17L Cat E visibility to RVR 4000.  
For inoperative MALS, increase S-LOC 17L Cat E visibility to 1½.

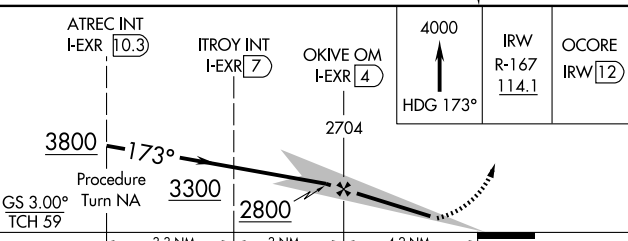
MALS  
ASR

MISSED APPROACH: Climb to 4000 via heading 173° and IRW VORTAC R-167 to OCORE Int/IRW 12 DME and hold.

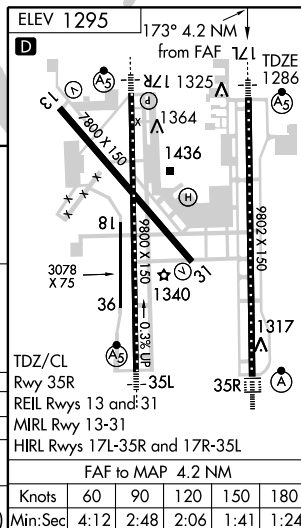
ATIS <b>125.85</b>	OKC CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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ADF or DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 17L	1486/24	200 (200-½)			
S-LOC 17L	1680/24	394 (400-½)	1680/40 394 (400-¾)	1680/50 394 (400-1)	
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-½)	1860-2 565 (600-2)	2240-3 945 (1000-3)





LOC/DME I-OKC <b>110.7</b> Chan <b>44</b>	APP CRS <b>173°</b>	Rwy Idg TDZE <b>1282</b> Apt Elev <b>1295</b>
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## ILS or LOC RWY 17R

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)



Circling NA at night to Rwy 18-36.

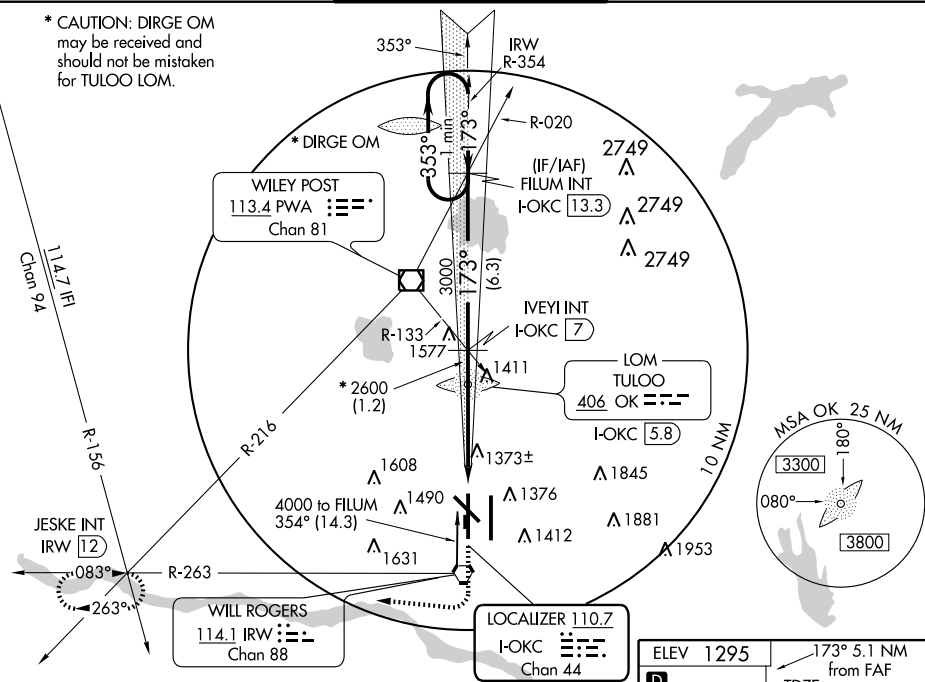
\*\* Use of flight director or autopilot or HGS required.



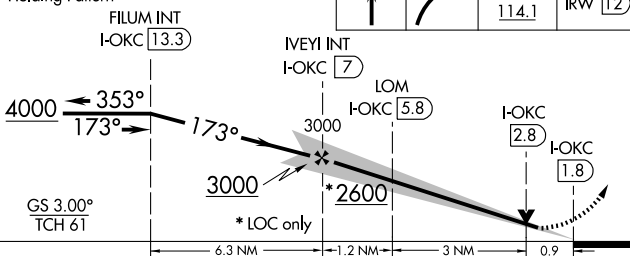
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW R-263 to JESKE Int/12 DME and hold.

ATIS <b>125.85</b>	OKC CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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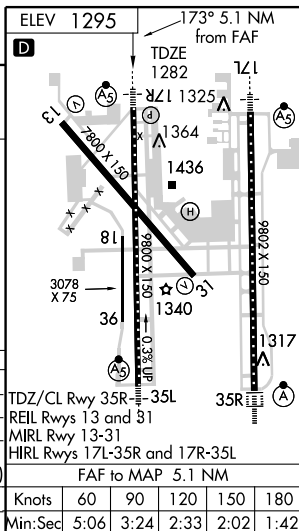
\* CAUTION: DIRGE OM may be received and should not be mistaken for TULOO LOM.



One Minute Holding Pattern



CATEGORY	A	B	C	D	E
S-ILS 17R		1482/24	200 (200-½)		
S-LOC 17R		1640/24	358 (400-½)	1640/40	358 (400-¾)
CIRCLING	1760-1	465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2200-3 905 (1000-3)
SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED					
S-ILS 17R**		1482/18	200 (200-½)		



LOC/DME I-RGR <b><u>110.9</u></b> Chan <b>46</b>	APP CRS <b>354°</b>	Rwy Idg <b>9802</b> TDZE <b>1294</b> Apt Elev <b>1295</b>
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ILS RWY 35R (CAT II)

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)



ALSF-2



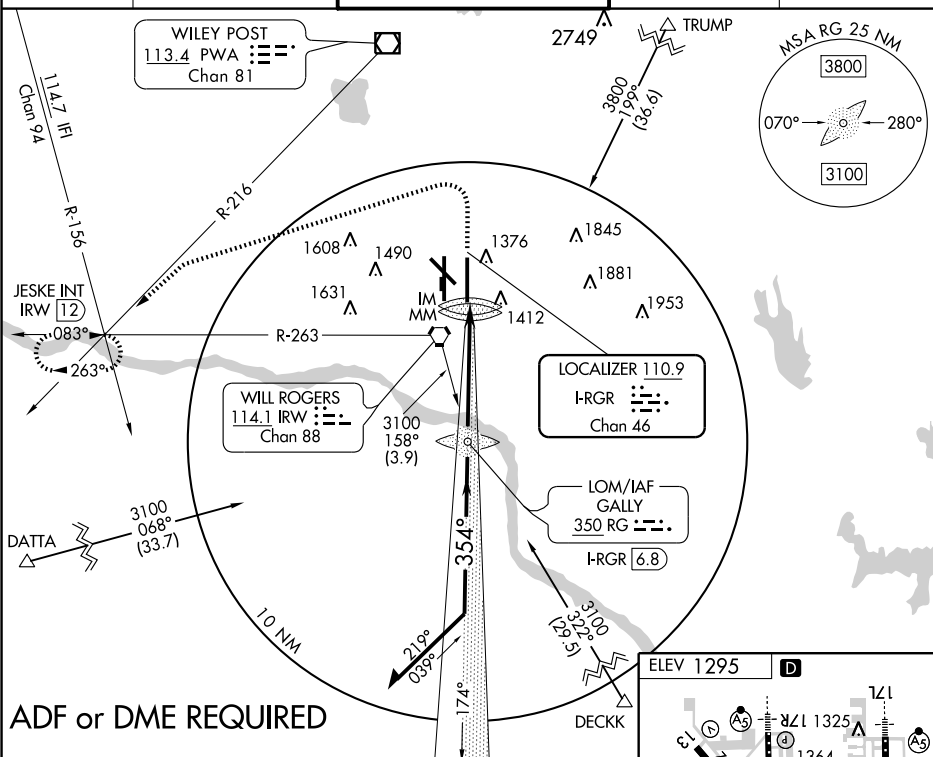
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

ATIS  
125.85

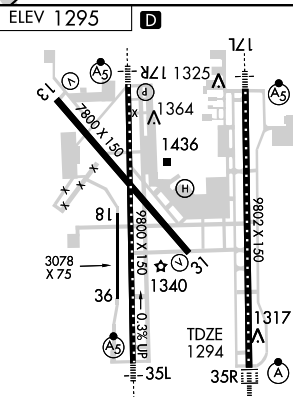
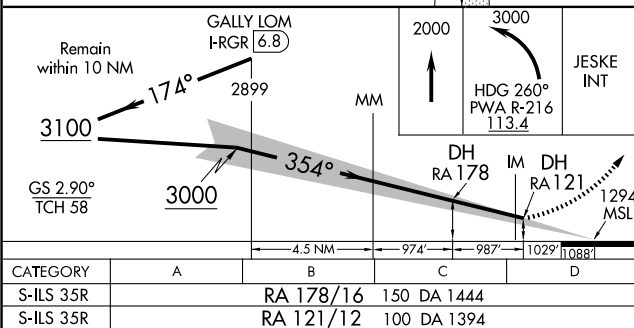
OKE CITY APP CON  
124.6 266.8

ROGERS TOWER  
119.35 269.45

GND CON  
121.9 348.6

CLNC DEL  
124.35

ADF or DME REQUIRED





CATEGORY II - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 35R  
REIL Rwy 13 and 31  
MIRL Rwy 13-31  
HIRL Rwy 17L-35R and 17R-35L

## ILS RWY 35R

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

LOC/DME I-RGR <b>110.9</b> Chan <b>46</b>	APP CRS <b>354°</b>	Rwy Idg TDZE Apt Elev	<b>9802</b> <b>1294</b> <b>1295</b>
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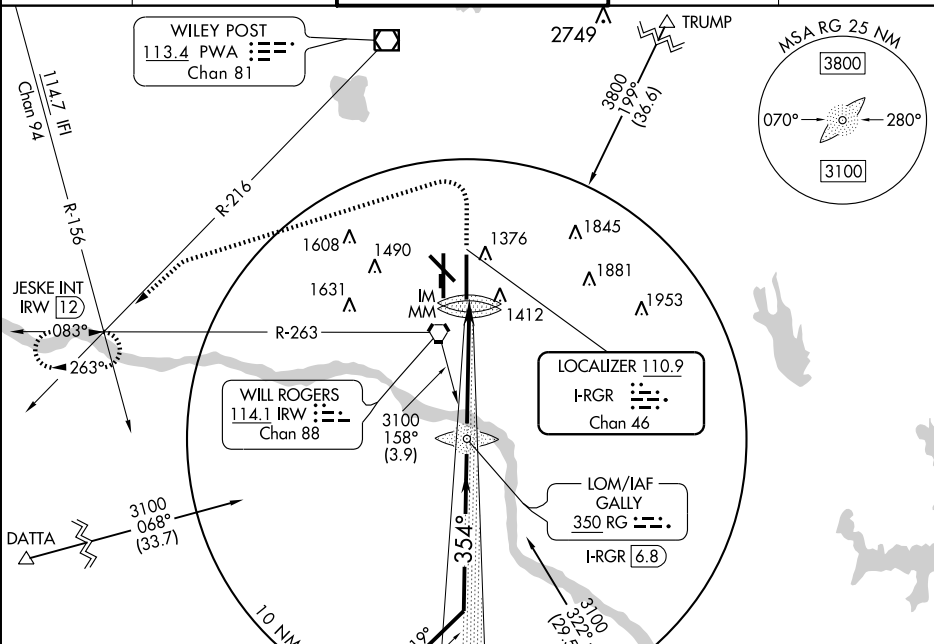
 Cat D and E S-LOC visibility increased to RVR 5000 for inoperative ALSF.  
 Cat. E procedure turn not authorized.

ALSF-2

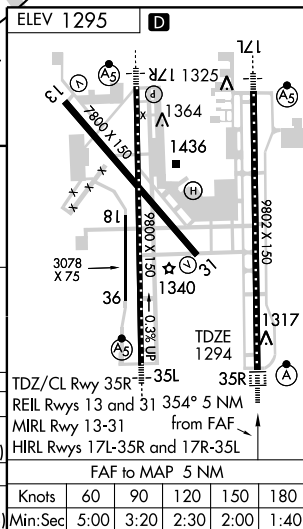
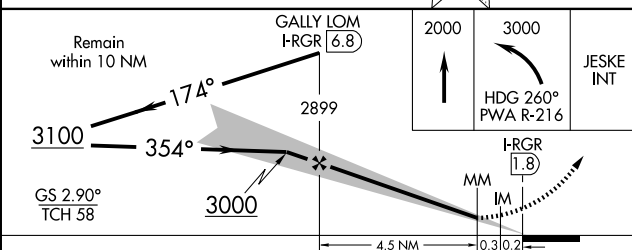


MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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ADF or DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 35R	1494/18	200 (200-½)			1494/24 200 (200-½)
S-LOC 35R	1620/24	326 (400-½)	1620/40	2240-3	326 (400-¾)
CIRCLING	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	945 (1000-3)	

APP CRS <b>128°</b>	Rwy Idg <b>7800</b> TDZE <b>1279</b> Apt Elev <b>1295</b>
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## RNAV (GPS) RWY 13

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)



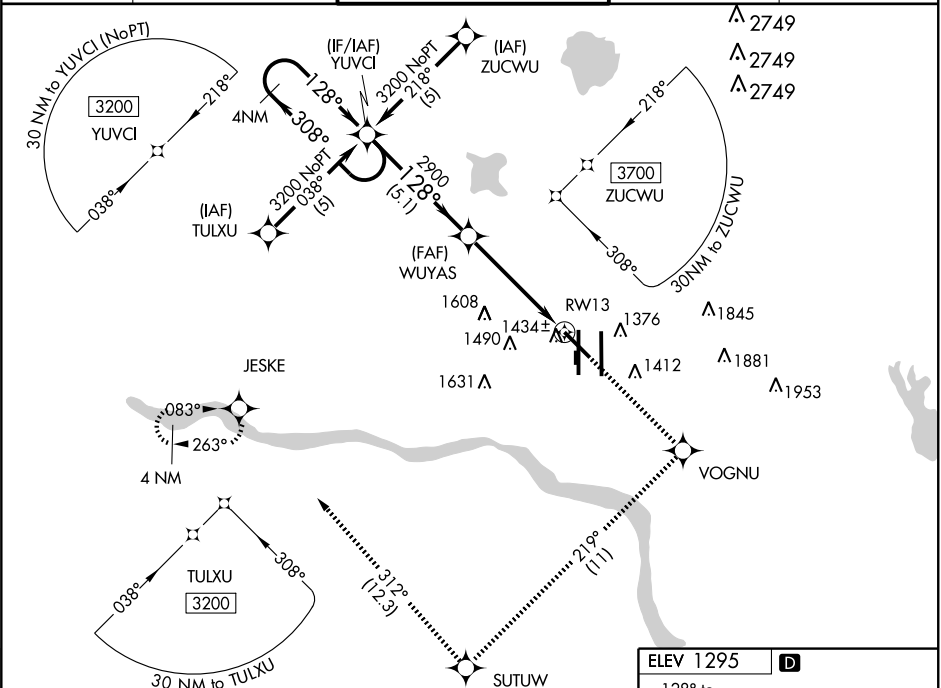
Baro-VNAV NA below -17°C (2°F)



GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct VOGNU WP, then right turn via 219° track to SUTUW WP, then right turn via 312° track to JESKE WP and hold.

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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4 NM  
Holding Pattern

YUVCI

3000

VOGNY

SUTUW

JESKE

219°  
TRK

312°  
TRK

3200 ← 308°  
→ 128°

128°

WUYAS

\* 1.3 NM  
to RW13

\* LNAV only

2900

GS 3.00°  
TCH 52

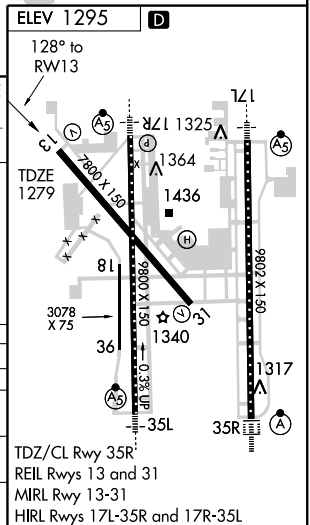
RW13

5.1 NM

3.6 NM

1.3 NM

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/DA	1700-1½ 421 (500-1½)			
LNAV MDA	1740-1	461 (500-1)	1740-1¼ 461 (500-1¼)	1740-1½ 461 (500-1½)
CIRCLING	1740-1½ 445 (500-1½)	1760-1½	465 (500-1½)	1860-2 565 (600-2)



OKLAHOMA CITY, OKLAHOMA

Amdt 1 09015

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

35° 24'N-97°36'W

## RNAV (GPS) RWY 13

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>50102</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>9800</b> <b>1282</b> <b>1295</b>
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## RNAV (GPS) RWY 17R

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

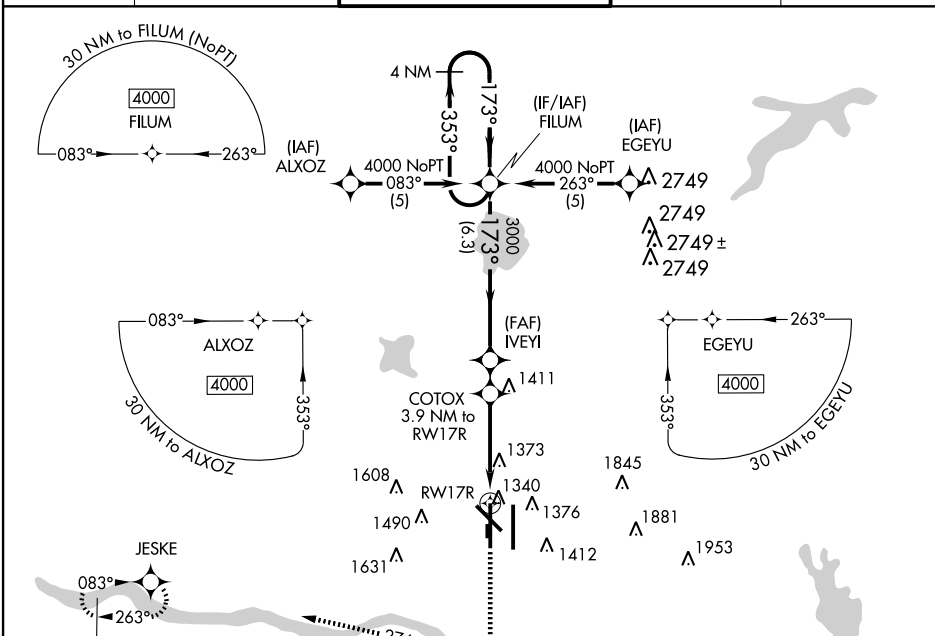


Circling to Rwy 18-36 NA at night. For inoperative MALS, increase LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

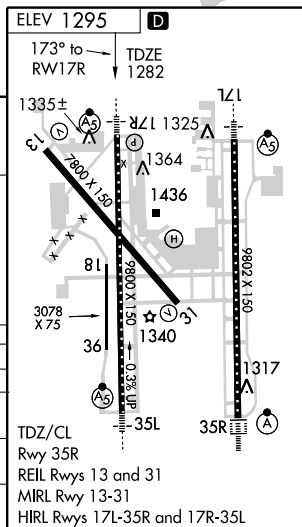


MISSED APPROACH: Climb to 3000 direct KONXU and right turn via 276° track to JESKE and hold.

ATIS <b>125.85</b>	OKC CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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4 NM Holding Pattern	FILUM	IVEYI	KONXU	JESKE
4000 ← 353° → 173°				
GS 3.00° TCH 61				
COTOX 3.9 NM to RWY 17R				
*1.1 NM to RWY 17R				
6.3 NM	1.2 NM	2.8 NM	1.1 NM	
CATEGORY	A	B	C	D
LPV DA	1540/24	258 (300-½)		
LNAV/VNAV DA	1610/24	328 (400-½)	1610/40	
LNAV MDA	1680/24	398 (400-½)	1680/50	
CIRCLING	1740-1	1760-1	1760-1½	1860-2
	445 (500-1)	465 (500-1)	465 (500-1½)	565 (600-2)



APP CRS	Rwy Idg	<b>7800</b>
<b>308°</b>	TDZE	<b>1286</b>
	Apt Elev	<b>1295</b>

## RNAV (GPS) RWY 31

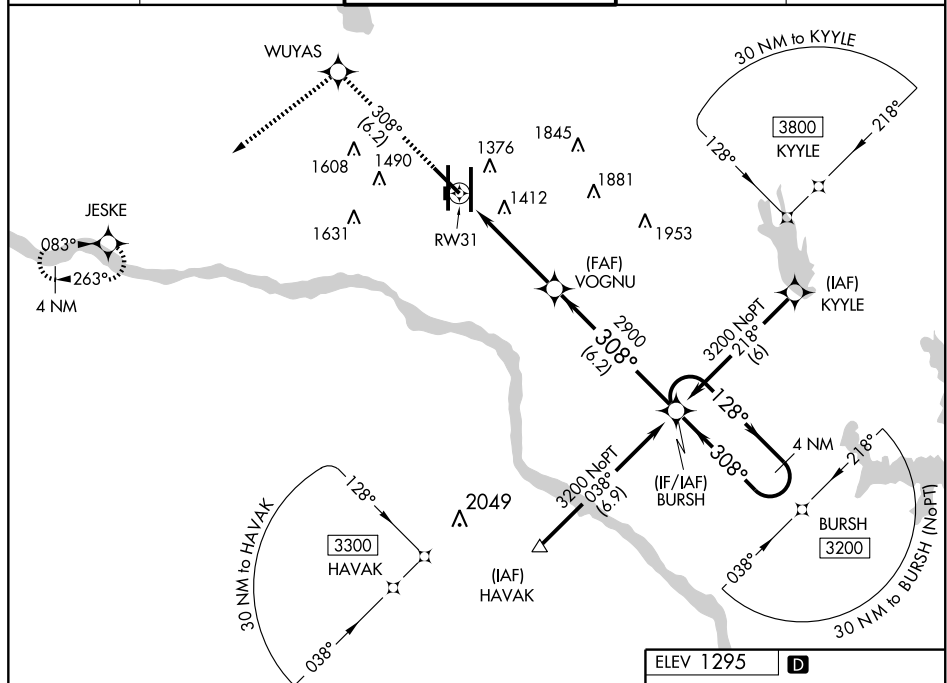
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)



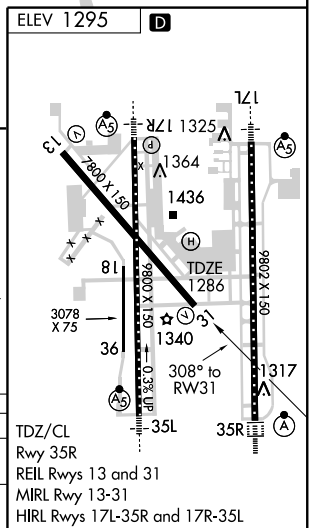
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Straight-in minimums NA at night.

**MISSED APPROACH:** Climb to 3000 via 308° course to WUYAS WP, then left turn direct JESKE WP hold.

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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CATEGORY	A	B	C	D
RNAV MDA	1680-1 394 (400-1)			1680-1½ 394 (400-1½)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)



OKLAHOMA CITY, OKLAHOMA

Orig 09015

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

35° 24'N-97°36'W

## RNAV (GPS) RWY 31

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>56202</b> W35A	APP CRS <b>353°</b>	Rwy Idg TDZE <b>1277</b> Apt Elev <b>1295</b>	<b>9800</b>
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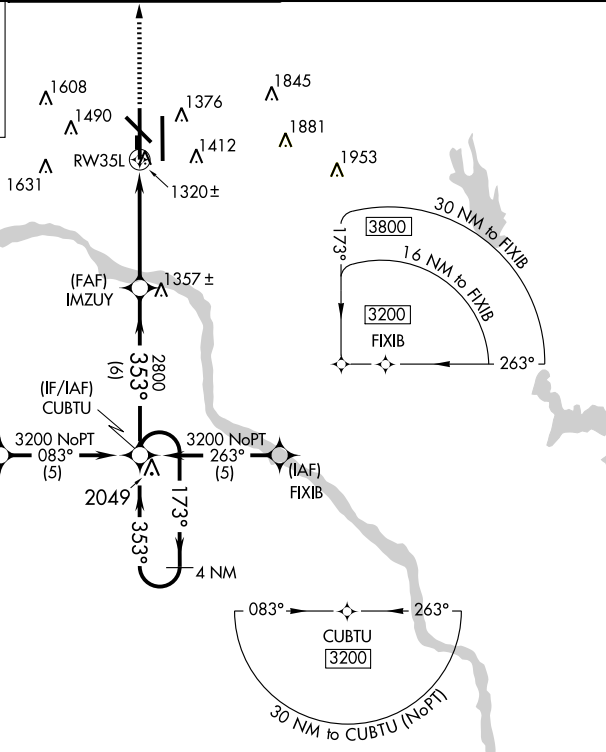
## RNAV (GPS) RWY 35L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

ASR		Baro-VNAV NA below -17°C (2°F). DME/DME RNP - 0.3 NA.		<div><div>MALSR</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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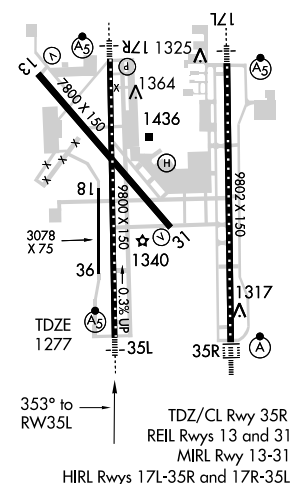
MISSED APCH FIX

4 NM



ELEV 1295

D



3800

↑

FILUM

\*LNAV only

\*0.8 NM to RW35L

RW35L

0.8

3.8 NM

IMZUY

6 NM

CUBTU

4 NM Holding Pattern

173° →

← 353°

3200

353°

2800

GS 3.00°

TCH 55'

CATEGORY	A	B	C	D
LPV DA	1530/50		253 (300-1)	
LNAV/ VNAV DA	1580/50		303 (300-1)	
LNAV MDA	1580/50		303 (300-1)	
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)

OKLAHOMA CITY, OKLAHOMA

Amdt 2 09351

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

35° 24'N-97° 36'W

RNAV (GPS) RWY 35L

WAAS CH <b>61218</b> <b>W35B</b>	APP CRS <b>353°</b>	Rwy Idg <b>9802</b> TDZE <b>1294</b> Apt Elev <b>1295</b>
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## RNAV (GPS) Y RWY 35R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

**T** For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.  
**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

ALSF-2



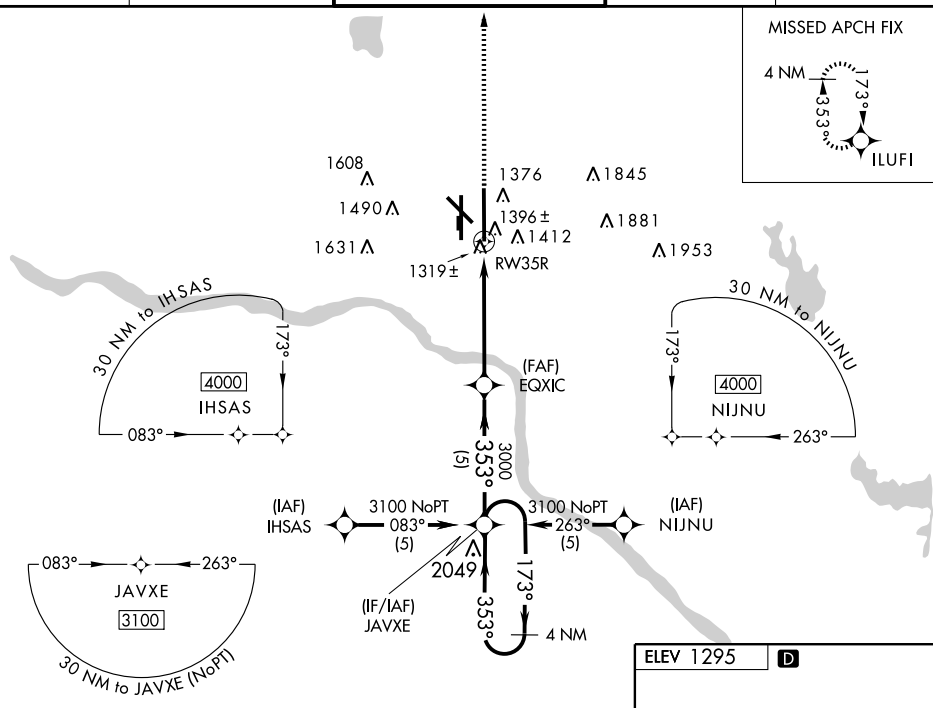
**MISSED APPROACH:** Climb to 4000 direct ILUFI and hold.

ATIS  
125.85



OKE CITY APP CON  
124.6 266.8

ROGERS TOWER  
119.35 269.45

GND CON  
121.9 348.6

CLNC DEL  
124.35

SC-1. 21 OCT 2010 to 18 NOV 2010

4000	ILUFI
	

\* LNAV only

\*1.1 NM EQXIC  
1.1 NM EQXIC

4 NM  
Holding Pattern

JAVXE

EQXIC

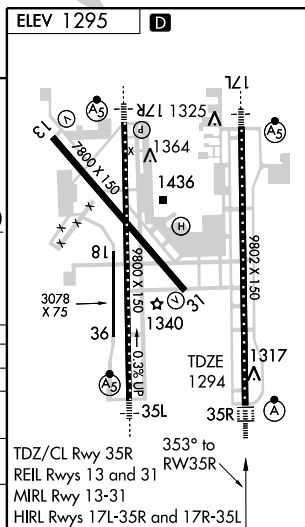
17

0 →

GS 3.00°  
TCH 55

---

CATEGORY		A		B		C		D	
LPV	DA	1494/24				200 (200-½)			
LNAV/ VNAV	DA	1628/40				334 (400-¾)			
LNAV	MDA	1700/24 406 (500-½)				1700/40 406 (500-¾)		1700/50 406 (500-1)	
CIRCLING		1740-1 445 (500-1)		1760-1 465 (500-1)		1760-1½ 465 (500-1½)		1860-2 565 (600-2)	



OKLAHOMA CITY, OKLAHOMA

Amdt 1 23SEP10

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

35° 24'N - 97° 36'W

## RNAV (GPS) Y RWY 35R



WAAS CH <b>56503</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>9802</b> TDZE <b>1286</b> Apt Elev <b>1295</b>
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# RNAV (GPS) Z RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

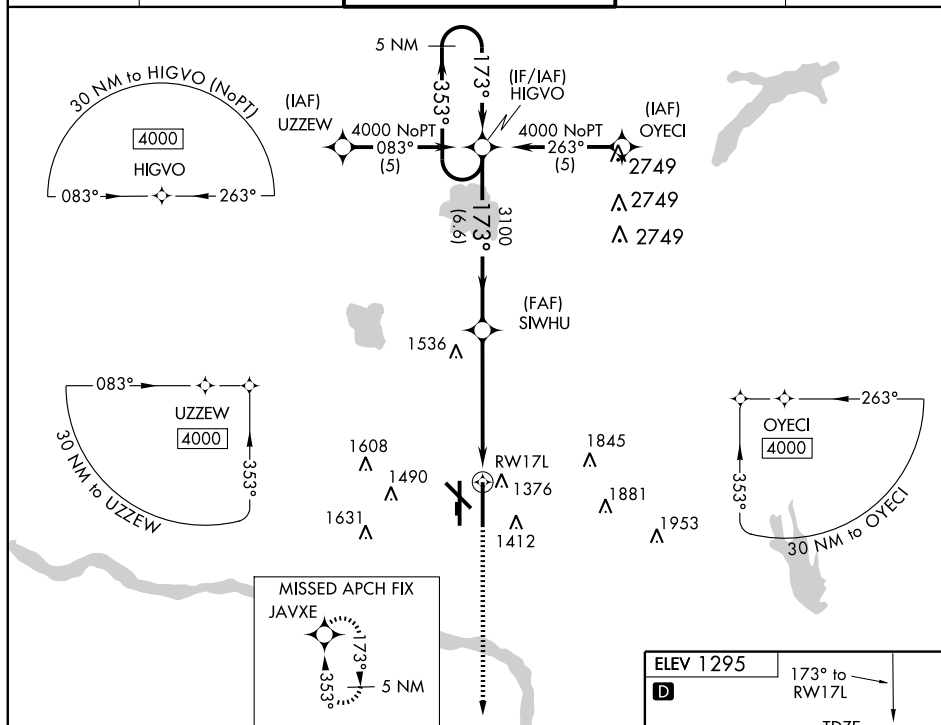


For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

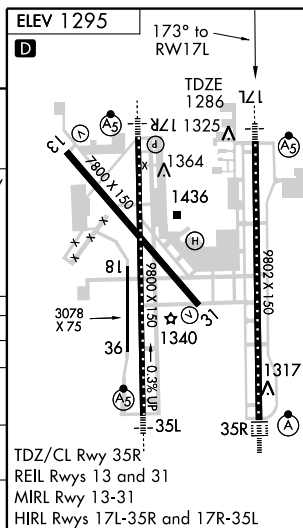


MISSED APPROACH: Climb to 4000 direct to JAVXE and hold.

ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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5 NM Holding Pattern	HIGVO	SIWU	4000	JAVXE
4000	← 353° 173° →	173°	*1.4 NM to RWY 17L	*LNAV only
GS 3.00° TCH 55		3100		
	6.6 NM	4 NM	1.4 NM	
CATEGORY	A	B	C	D
LPV DA	1486/24 200 (200-½)			
LNAV/ VNAV DA	1610/24 324 (400-½)			
LNAV MDA	1800/24 514 (600-½)	1800/50 514 (600-1)	1800/60 514 (600-¾)	
CIRCLING	1800-1 505 (600-1)	1800-1½ 505 (600-1½)	1860-2 565 (600-2)	



APP CRS <b>173°</b>	Rwy ldg TDZE <b>1286</b>	<b>9802</b>
	Apt Elev <b>1295</b>	

**RNAV (RNP) Y RWY 17L**

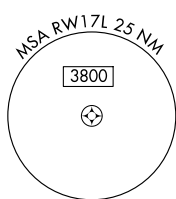
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000 all Cats.

**MALSR**  


**MISSED APPROACH:** Climb to 4000 on track 173° to JAVXE and hold.

ATIS <b>125.85</b>	OKC CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
-----------------------	--	--------------------------------------	-------------------------------	---------------------------



Procedure NA for arrivals at GULLI on V140 eastbound.

(IAF) GULLI  
4000  
21.5°  
(32.6)

(IF) HIGVO

3100  
173°  
(6.6)

(FAF) SIWHU

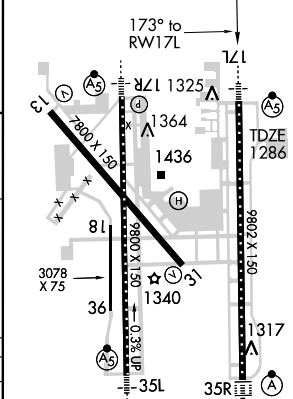
1608  
1490  
1631

1376  
1412  
173°  
(11.8)

1845  
1881  
1953

**MISSED APCH FIX**  
JAVXE  
173°  
353°  
4 NM

ELEV 1295

**D**

HIGVO

4000

173°

Procedure Turn NA

SIWHU

3100

RW17L

3100

GP 3.00°  
TCH 55

6.6 NM

5.4 NM

CATEGORY

A

B

C

D

RNP 0.30 DA

1590/40 304 (300-3/4)

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

TDZ/CL Rwy 35R  
REIL Rwy 13 and 31  
MIRL Rwy 13-31  
HIRL Rwy 17L-35R and 17R-35L

APP CRS  
**353°**

Rwy ldg **9802**  
TDZE **1294**  
Apt Elev **1295**

# RNAV (RNP) Z RWY 35R

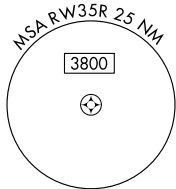
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

**GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative ALSF-2, increase RNP 0.30 visibility to RVR 5000 **clt Cnts.**



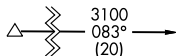
**MISSED APPROACH:** Climb to 4000 on track 353° to ILUFI and hold. Continue climb-in-hold to 4000.

ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
-----------------------	--	--------------------------------------	-------------------------------	---------------------------



Procedure NA for arrivals at DATTA on V14-440 southwest bound.

DATTA  
11000



(IAF) LURCI

9600

3100  
066°  
(13.1)

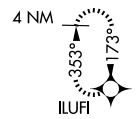
(FAF)  
EQXIC

3000  
353°  
(5)

2049

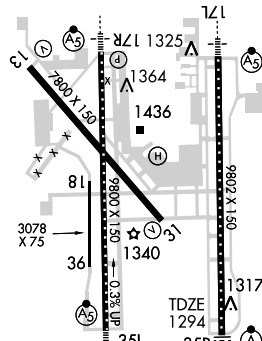
(IF) JAVXE

MISSED APCH FIX



ELEV 1295

**D**



4000

Trk 353°



RW35R

CATEGORY  
RNP 0.30 DA

A

B  
1593/24

C  
299 (300-1/2)

D

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

VOR IRW  
**114.1**  
Chan **88**

APP CRS  
**190°**

Rwy Idg  
TDZE **1286**  
Apt Elev **1295**

**VOR RWY 17L**

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW VORTAC R-263 to JESKE Int and hold.

ATIS  
**125.85**

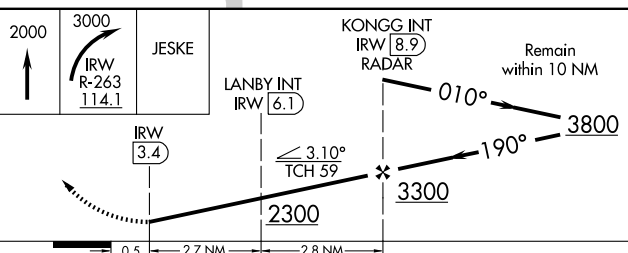
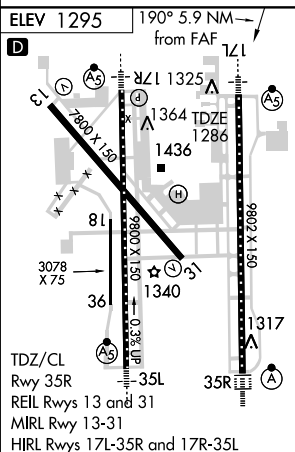
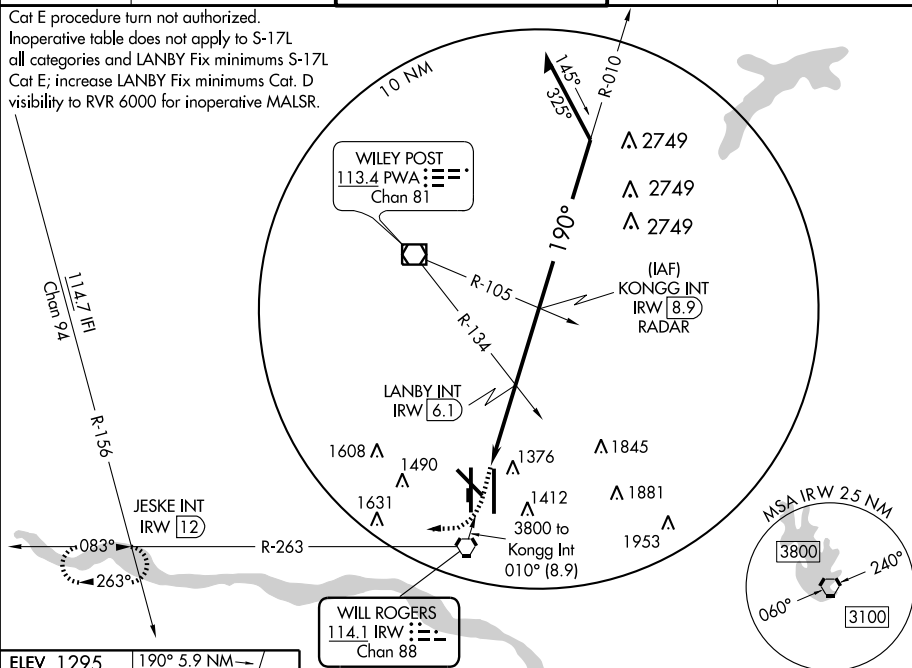
OKC CITY APP CON  
**124.6 266.8**

ROGERS TOWER  
**119.35 269.45**

GND CON  
**121.9 348.6**

CLNC DEL  
**124.35**

Cat E procedure turn not authorized.  
Inoperative table does not apply to S-17L  
all categories and LANBY Fix minimums S-17L  
Cat E; increase LANBY Fix minimums Cat. D  
visibility to RVR 6000 for inoperative MALSR.



CATEGORY	A	B	C	D	E
S-17L	2300/60 1014(1100-1½)	2300-1½ 1014(1100-1½)	2300-3	1014 (1100-3)	
CIRCLING	2300-1¼ 1005(1100-1¼)	2300-1½ 1005(1100-1½)	2300-3	1005 (1100-3)	
LANBY FIX MINIMUMS					
S-17L	1680/24	394 (400-½)	1680/50 394 (400-1)	1680-1½ 394 (400-1½)	
CIRCLING	1760-1	465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

# AIRPORT DIAGRAM

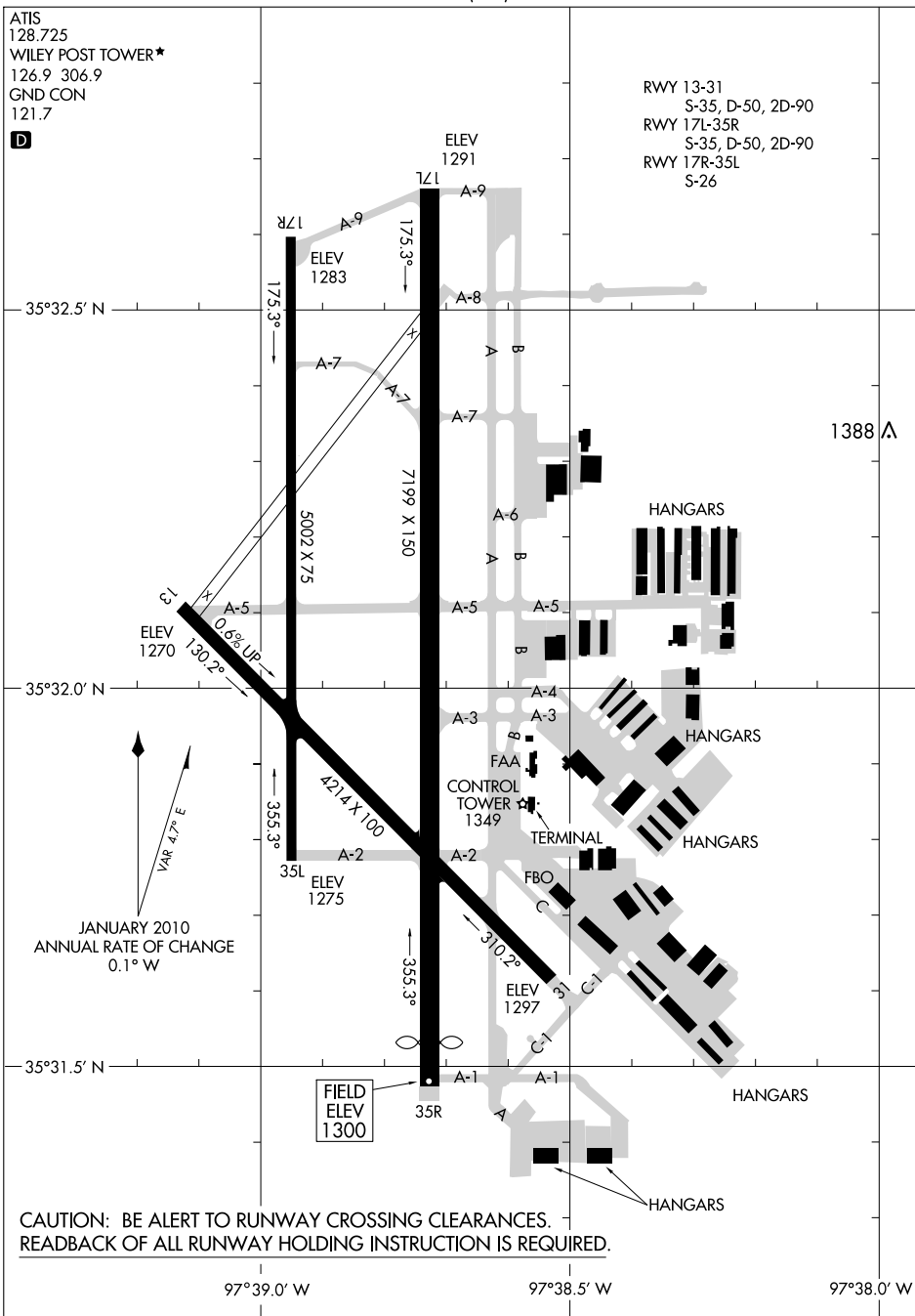
AL-739 (FAA)

OKLAHOMA CITY/ WILEY POST (PWA)  
OKLAHOMA CITY, OKLAHOMA

ATIS  
128.725  
WILEY POST TOWER★  
126.9 306.9  
GND CON  
121.7

D

RWY 13-31  
S-35, D-50, 2D-90  
RWY 17L-35R  
S-35, D-50, 2D-90  
RWY 17R-35L  
S-26



SC-1. 21 OCT 2010 to 18 NOV 2010

# AIRPORT DIAGRAM

10210

OKLAHOMA CITY, OKLAHOMA  
OKLAHOMA CITY/ WILEY POST (PWA)

**WILEY POST** (PWA) 7 NW UTC-6(-5DT) N35°32.05' W97°38.82'

DALLAS-FT. WORTH

1300 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

NOTAM FILE PWA

H-6H, L-150

RWY 17L-35R: H7199X150 (CONC) S-35, D-50, 2D-90 HIRL

IAP, AD

RWY 17L: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Rgt tfc.

RWY 35R: PAPI(P4L)—GA 3.0° TCH 45'. Thld dspcd 355'.

RWY 17R-35L: H5002X75 (ASPH-CONC) S-26 MIRL

RWY 17R: PAPI(P4L)—GA 3.0° TCH 25'. Rgt tfc.

RWY 35L: PAPI(P4L)—GA 3.0° TCH 31'.

RWY 13-31: H4214X100 (CONC) S-35, D-50, 2D-90

MIRL 0.6% up SE

RWY 13: Pole. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 13: TORA-4214 TODA-4214 ASDA-4214 LDA-4214

RWY 17L: TORA-7199 TODA-7199 ASDA-6844 LDA-6844

RWY 17R: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 31: TORA-4214 TODA-4214 ASDA-4214 LDA-4214

RWY 35L: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 35R: TORA-7199 TODA-7199 ASDA-7199 LDA-6844

**AIRPORT REMARKS:** Attended continuously. Fuel avbl 24 hrs self serve with credit card. Rwy 13-31 CLOSED 0400-1300Z†. Rwy 13-31 CLOSED to jets. Rwy 13 CLOSED to tkf and Rwy 31 CLOSED to ldg for acft over 12,500 lbs gross weight. Flocks of birds on and in/ov arpt all quadrants. Noise abatement procedure: Acft in excess of 12,500 pounds departing Rwy 17L-35R climb at a maximum rate consistent with safety to an altitude of 1500' AGL then reduce power setting and climb rate to 3000' AGL or 2 NM from arpt depending on air traffic control and safety conditions. TPA for Rwy 17R/35L 1900(600) 2300(1000) all other rwys. Rwy 13-31 and Rwy 17R-35L unlighted 0400-1300Z†. Rwy 17R-35L south and north 1000' conc. Touch & go or stop & go lds not authorized Rwy 13-31. Twy C1 north of Rwy 31 thld and Twy C from 100' east of Twy A eastbound designated nonmovement area. Numerous acft under the ctl of Oklahoma City apch operating in Wiley Post CLASS D airspace abv 3000' MSL and 1 mile east of Wiley Post arpt abv 2500' MSL. When twr clsd ACTIVATE HIRL Rwy 17L-35R and MALSR Rwy 17L—CTAF.

**WEATHER DATA SOURCES:** ASOS (405) 495-7192.**COMMUNICATIONS:** CTAF 126.9 ATIS 128.725 (405) 495-4063 UNICOM 122.95

RCO 122.4 122.65 (MC ALESTER RADIO)

**(R) OKE CITY APP/DEP CON** 124.6 (171°-360°) 120.45 (081°-170°) 124.2 (001°-080°)

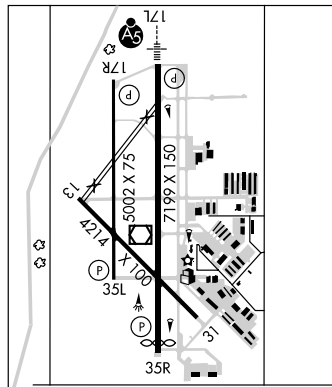
TOWER 126.9 (1300-0400Z†) GND CON 121.7

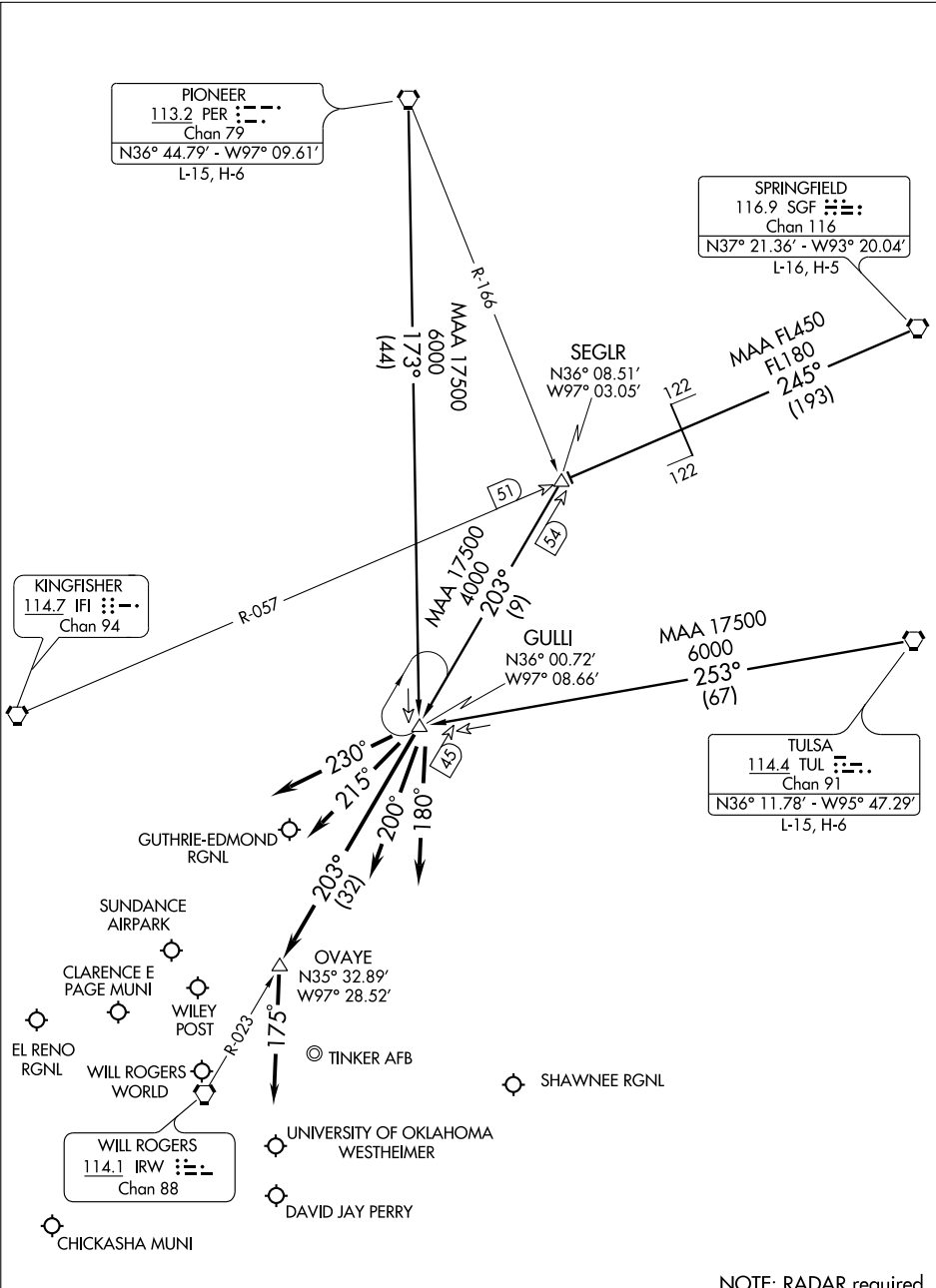
**AIRSPACE:** CLASS D svc 1300-0400Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PWA.

(T) VORW/DME 113.4 PWA Chan 81 N35°31.98' W97°38.83' at fld. 1271/8E.

ILS 110.15 I-PWA Rwy 17L. Unmonitored when twr clsd.

ASR





## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010



LOC I-PWA	APP CRS	Rwy Idg	<b>6844</b>
<b><u>110.15</u></b>	<b>175°</b>	TDZE	<b>1291</b>
		Apt Elev	<b>1300</b>

ILS or LOC RWY 17L  
OKLAHOMA CITY/ WILEY POST (PWA)

**ASR** When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase S-LOC 17L Cat C visibility  $\frac{1}{4}$  mile.

MALSR

A5

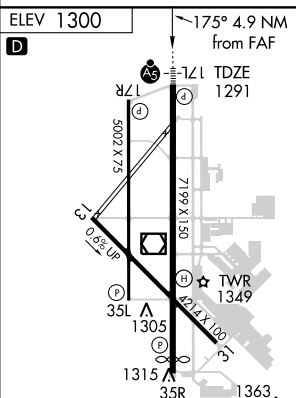
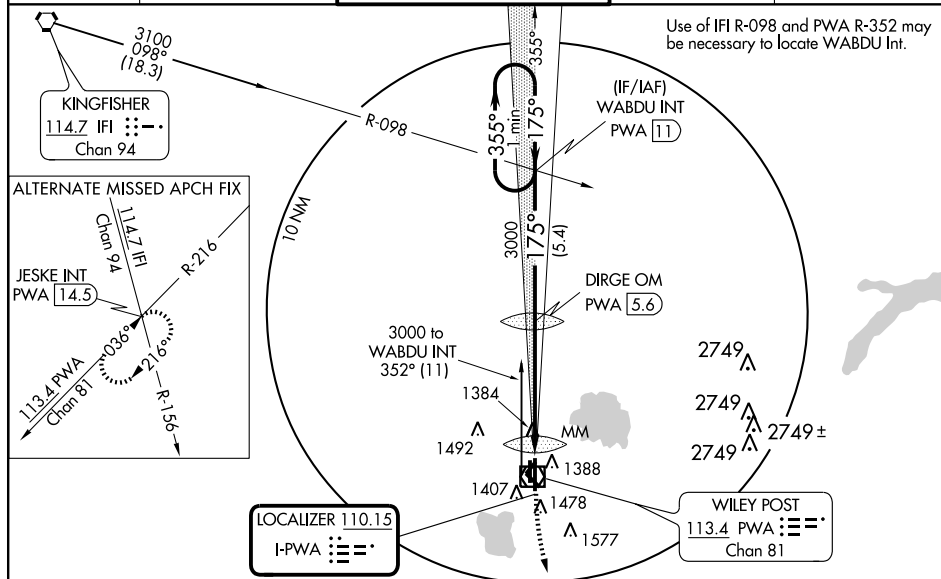
**MISSED APPROACH:** Climb to 1800 then climbing left turn to 3000 direct IRW VORTAC and hold.

ATIS  
**128,725**

DOKE CITY APP CON  
124.6 266.8

WILEY POST TOWER ★  
126.9 (CTAF) L 306.9

GND CON  
**121.7**

UNICOM  
122.95MIRI R<sub>WYS</sub> 13-31 and 17R-35I

HPL: Pages 171-35P 1

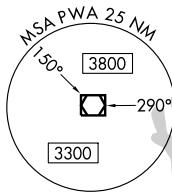
FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

OKLAHOMA CITY, OKLAHOMA


Amdt 11 29JUL10

WILL ROGERS  
114.1 IRW ::-:  
Chan 88



One Minute  
Holding Pattern

DIRGE OM  
PWA 5.6

1800 ↑	3000 ↖	IRW 
-----------	-----------	--

3000 ← 355°  
175° →

GS 3.00°  
TCH 54

CATEGORY	A	B	C	D
S-ILS 17L	1491- $\frac{1}{2}$		200 (200- $\frac{1}{2}$ )	
S-LOC 17L	1660- $\frac{1}{2}$		1660- $\frac{3}{4}$ 369 (400- $\frac{3}{4}$ )	
CIRCLING	1780-1	480 (500-1)	1780-1 $\frac{1}{2}$ 480 (500- $\frac{1}{2}$ )	1880-2 580 (600-2)

OKLAHOMA CITY/ WILEY POST (PWA)

35° 32' N-97° 39' W

ILS or LOC RWY 17L

SC-1. 21 OCT 2010 to 18 NOV 2010

APP CRS **175°**  
Rwy Idg **6844**  
TDZE **1291**  
Apt Elev **1300**

**RNAV (GPS) RWY 17L**  
OKLAHOMA CITY/WILEY POST (PWA)

**V** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 40 feet. For inoperative MALSR, increase LNAV Cat D to 1¼ mile. VDP NA with Will Rogers World altimeter setting.

MALSR



**MISSED APPROACH:** Climbing right turn to 3400 direct IFI VORTAC and hold.

ATIS  
**128.725**

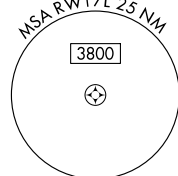
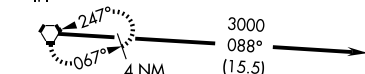
OKE CITY APP CON  
**124.6 266.8**

WILEY POST TOWER ★  
**126.9 (CTAF) 0 306.9**

GND CON  
**121.7**

UNICOM  
**122.95**

(IAF)  
KINGFISHER  
IFI  
Procedure NA for arrivals at IFI VORTAC on V140 southwest bound.

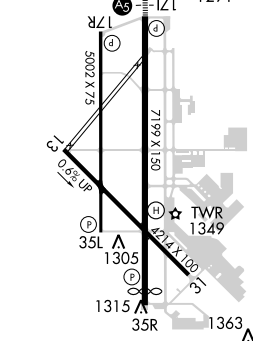


ELEV 1300

D

175° to  
RWY 17L

TDZE  
1291

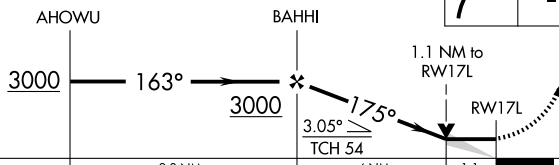


MIRL Rwy 13-31 and 17R-35L  
HIRL Rwy 17L-35R

Procedure  
Turn NA



IFI



CATEGORY	A	B	C	D
LNAV MDA	1700-½ 409 (500-½)	1700-¾ 409 (500-¾)	1700-1 409 (500-1)	1700-1 409 (500-1)
CIRCLING	1780-1 480 (500-1)	1780-1 480 (500-1)	1780-1 480 (500-1)	1880-2 580 (600-2)

OKLAHOMA CITY, OKLAHOMA

Amdt 1 29JUL10

35° 32' N-97° 39' W

OKLAHOMA CITY/WILEY POST (PWA)

**RNAV (GPS) RWY 17L**

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>42716</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>6844</b> <b>1299</b> <b>1300</b>
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## RNAV (GPS) RWY 35R

OKLAHOMA CITY/ WILEY POST (PWA)

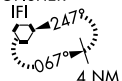
**⚠** Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

**⚠** When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting.

**MISSED APPROACH:**  
Climb to 3100 direct BAHHI and on track 296° to IFI VORTAC and hold.

ATIS <b>128.725</b>	OKE CITY APP CON <b>124.6 266.8</b>	WILEY POST TOWER ★ <b>126.9 (CTAF) 0 306.9</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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MISSED APCH FIX  
KINGFISHER



BAHHI

△ 2749

2749  
△ 2749±  
2749

1492

1384

1388

WILEY POST  
PWA

RW35R

1407

1478

△ 1577

2900 to MEHUF  
175° (11.7)

FAF  
NORRM

2900

(6.4)

355°

231° (2.2)

WILL ROGERS  
IRW

2900

(IF/IAF)  
MEHUF

Procedure NA for arrivals  
on IRW VORTAC  
airway radials 188 CW 277.

MSA RW35R 25 NM

3800

(IAF)  
HUSOK

2900 NoPT

085°

(5)

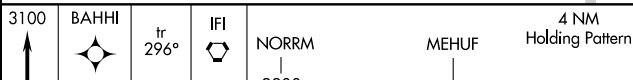
2900

020°

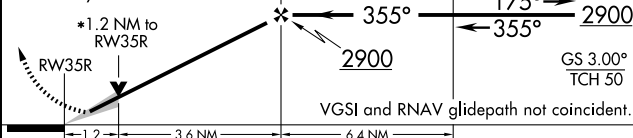
(26.1)

NEADS

4 NM



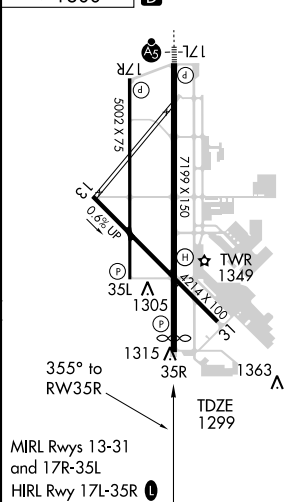
\* LNAV only



CATEGORY	A	B	C	D
LPV DA		1499-1/2	200 (200-1/2)	
LNAV/VNAV DA		1769-1 1/4	470 (500-1 1/4)	
LNAV MDA	1740-1/2 441 (500-1/2)	1740-3/4 441 (500-3/4)	1740-1 441 (500-1)	
CIRCLING	1780-1 480 (500-1)	1780-1 1/2 480 (500-1 1/2)	1880-2 580 (600-2)	

ELEV 1300

D



MIRL Rwy 13-31  
and 17R-35L  
HIRL Rwy 17L-35R

VOR/DME PWA  
**113.4**  
Chan **81**

APP CRS  
**040°**

Rwy Idg  
TDZE  
Apt Elev

**N/A**  
**N/A**  
**1299**

**VOR-A**  
OKLAHOMA CITY/ WILEY POST (PWA)

▼  
ASR

MISSED APPROACH: Climbing left turn to 3000 via  
PWA VOR/DME R-220 to MUTTS Int and hold.

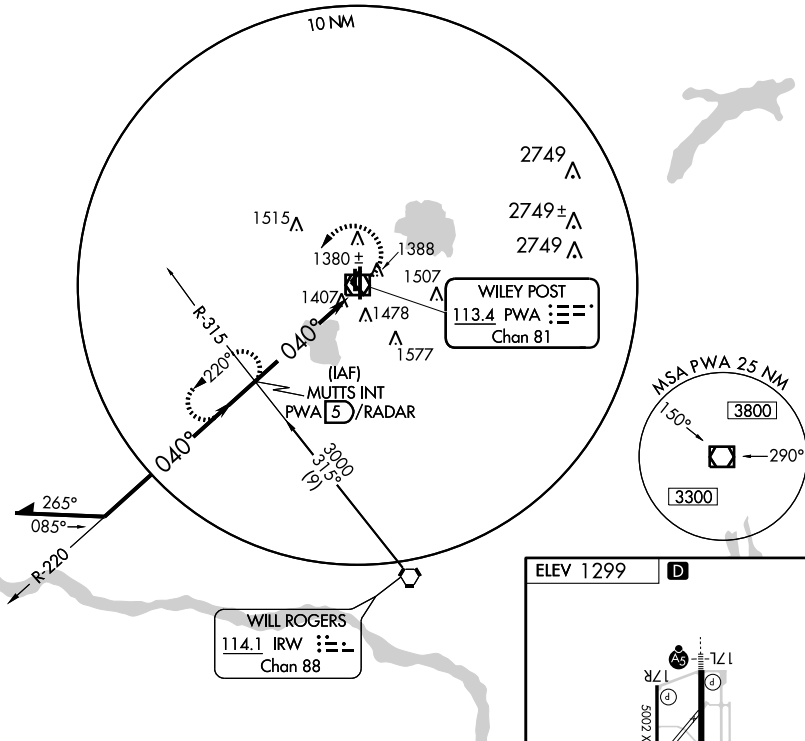
ATIS  
**128.725**

OKE CITY APP CON  
**124.6 266.8**

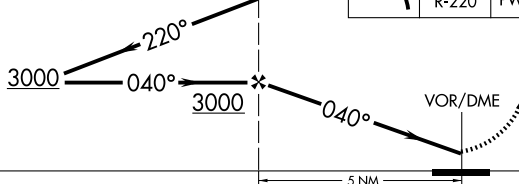
WILEY POST TOWER ★  
**126.9** (CTAF) **0 306.9**

GND CON  
**121.7**

UNICOM  
**122.95**

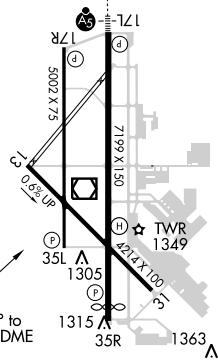


Remain within 10 NM  
MUTTS INT  
PWA **5** /RADAR



ELEV 1299

**D**



CATEGORY	A	B	C	D
CIRCLING	1780-1	481 (500-1)	1780-1½ 481 (500-1½)	1880-2 581 (600-2)

MIRL Rwy 13-31 and 17R-35L  
HIRL Rwy 17L-35R **0**

VOR/DME PWA <b>113.4</b> Chan <b>81</b>	APP CRS <b>176°</b>	Rwy Idg <b>6844</b> TDZE <b>1290</b> Apt Elev <b>1299</b>
---	------------------------	---

VOR RWY 17L

OKLAHOMA CITY/ WILEY POST (PWA)

**T** \*Radar fix in lieu of MCLAN INT will be provided on pilot request. Cat D S-17L visibility increased ¼ mile for inoperative MALSR.



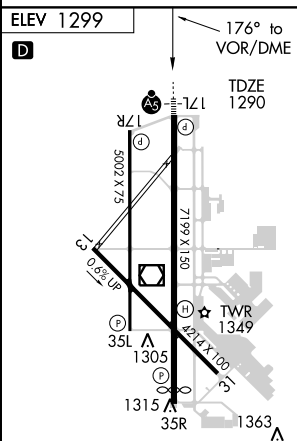
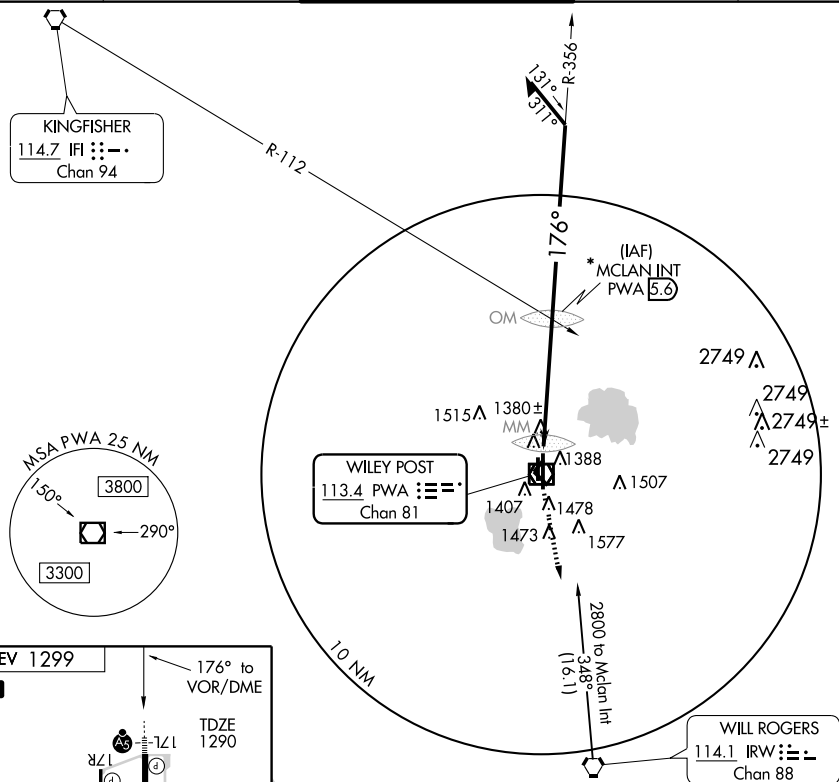
**MISSED APPROACH:** Climb to 3000 direct IRW VORTAC.

ATIS  
128,725

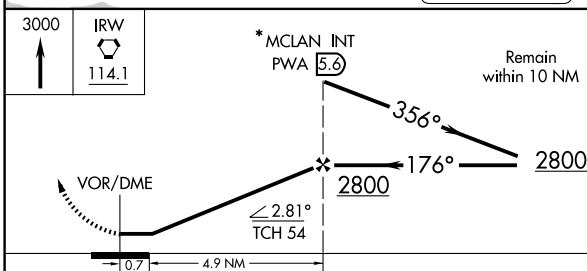
OKC CITY APP CON  
124.6 266.8

WILEY POST TOWER ★  
126.9 (CTAF) **L** 306.9

GND CON  
121.7

UNICOM  
122.95

MIRL Rwy 13-31 and 17R-35L  
HIRL Rwy 17L-35R **L**



CATEGORY	A	B	C	D
S17L	1640-½ 350 (400-½)			1640-1 350 (400-1)
CIRCLING	1780-1 481 (500-1)		1780-1½ 481 (500-1½)	1880-2 581 (600-2)

OKLAHOMA CITY, OKLAHOMA  
Amdt 11A 09015

OKLAHOMA CITY/ WILEY POST (PWA)

VOR RWY 17L

35° 32' N-97° 39' W

SC-1. 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PWA  
**113.4**  
Chan **81**

APP CRS  
348°

Rwy Idg	<b>6844</b>
TDZE	<b>1299</b>
Apt Elev	<b>1299</b>

6844  
1299  
1299

VOR RWY 35R

OKLAHOMA CITY/ WILEY POST (PWA)



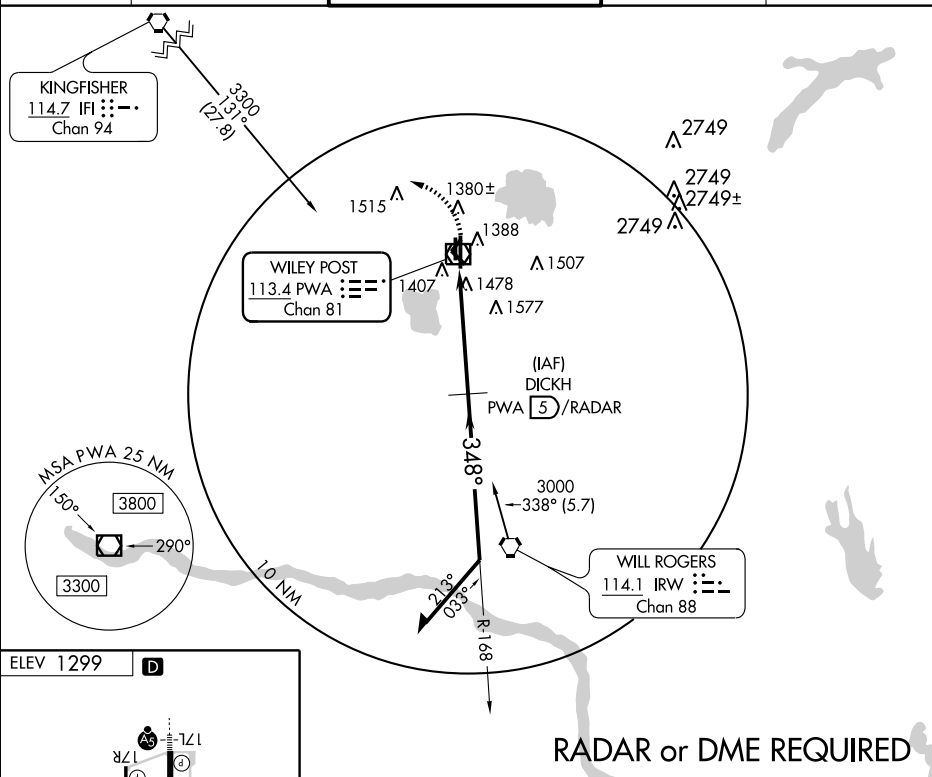
**MISSED APPROACH:** Climbing left turn to 3300 direct IFL VORTAC.

ATIS  
128,725

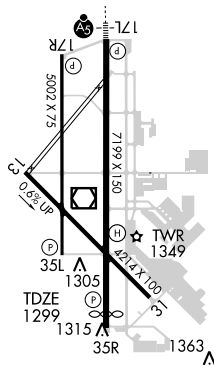
OKC CITY APP CON  
124.6 266.8

WILEY POST TOWER ★  
126.9 (CTAF) **L** 306.9

GND CON  
121.7



UNICOM  
122.95

ELEV 1299



MIRL Rwy 13-31  
and 17R-35L  
HPL Rwy 17L-35

348° to

3300	IFI
	
	<u>114.7</u>

DICKH  
PWA 5/RADAR

Remain  
within 10 NM

1.8 NM to  
VOR/DME

VOR/DME

3000

2800

VGSI and descent  
angles not coincident.

[illegible]

angles not coincident.

	0.5	1.3	3.2 NM	
CATEGORY	A	B	C	D
S-35R	1740-1	441 (500-1)	1740-1¼ 441 (500-1¼)	1740-1½ 441 (500-1½)
CIRCLING	1780-1	481 (500-1)	1780-1½ 481 (500-1½)	1880-2 581 (600-2)

OKLAHOMA CITY, OKLAHOMA

Amdt 3C 09015

OKLAHOMA CITY/ WILEY POST (PWA)

35° 32' N-97° 39' W

VOR RWY 35R

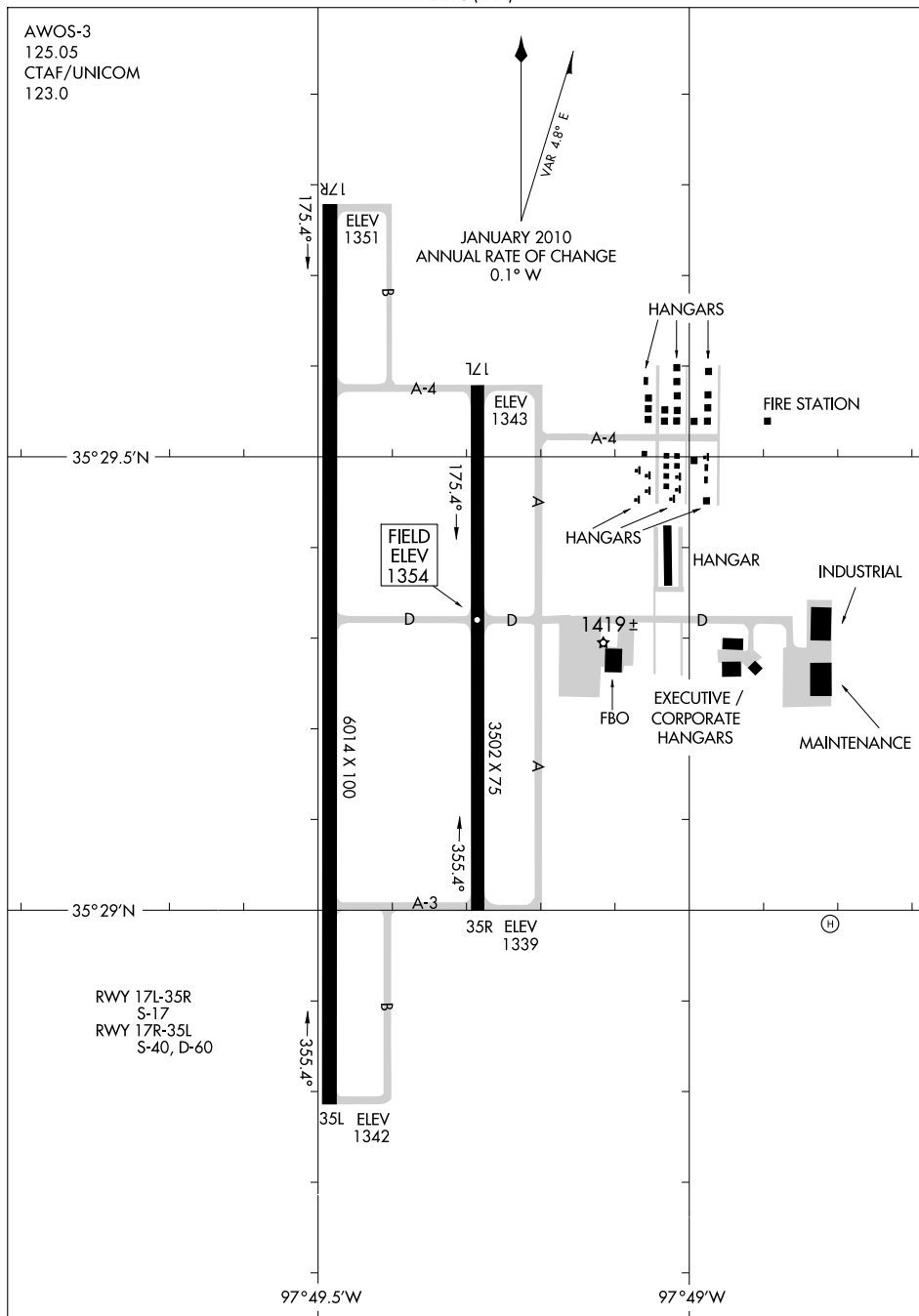
SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)  
AL-298 (FAA) OKLAHOMA CITY, OKLAHOMA

AWOS-3  
125.05  
CTAF/UNICOM  
123.0



SC-1. 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA  
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

**OKEMAH FLYING FLD** (F81) 1 E UTC-6(-5DT) N35°25.85' W96°17.03'

DALLAS—FT. WORTH

867 TPA—1800(933) NOTAM FILE MLC

Rwy 17-35: 2585X100 (TURF)

Rwy 17: Tree. Rwy 35: Tree.

Rwy 02-20: 2375X80 (TURF)

Rwy 02: Trees. Rwy 20: Tree.

**AIRPORT REMARKS:** Unattended. Rwy 02-20 CLOSED indef. Numerous golf trails cross the rwy. Rwy 02-20 lined with +30' trees. Trees, broken light fixtures, old tires, golf driving range, golf tees, all within primary surface and safety areas of both rwys. Water hole and drain on east side of Rwy 17-35 at twy intersection.

**COMMUNICATIONS:** CTAF 122.9

## OKLAHOMA CITY

**CLARENCE E PAGE MUNI** (RCE) 15 W UTC-6(-5DT) N35°29.28' W97°49.41'

DALLAS—FT. WORTH

1354 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE MLC

H-6H, L-15D

Rwy 17R-35L: H6014X100 (CONC) S-40, D-60 HIRL

IAP, AD

Rwy 17R: PAPI(P4L)—GA 3.0° TCH 42'. Fence. Rgt tfc.

Rwy 35L: PAPI(P4L)—GA 3.0° TCH 42'.

Rwy 17L-35R: H3502X75 (CONC) S-17 MIRL

Rwy 17L: Trees. Rwy 35R: Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Sat 1330-2330Z†. Ultralights on and invof arpt. Deer on and invof rwy. Aerobatic acft blo 6400' 1NM radius of arpt. ACTIVATE HIRL Rwy 17R-35L and MIRL Rwy 17L-35R—CTAF.

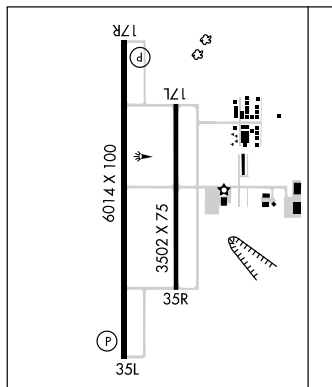
**WEATHER DATA SOURCES:** AWOS-3 125.05 (405) 354-2617.

**COMMUNICATIONS:** CTAF/UNICOM 123.0 Unicom unmonitored.

Ⓡ OKE CITY APP/DEP CON 124.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 300° 13.1 NM to fld. 1230/7E. HIWAS.



**SUNDANCE AIRPARK** (HSD) 11 NW UTC-6(-5DT) N35°36.11' W97°42.37'

DALLAS—FT. WORTH

1193 B FUEL 100LL, JET A NOTAM FILE MLC

H-6H, L-15D

Rwy 17-35: H5001X100 (CONC) MIRL 0.8% up S

IAP

Rwy 17: VASI(V2L)—GA 2.25° TCH 24'. Rgt tfc.

Rwy 35: VASI(V2L)—GA 2.50° TCH 21'.

**AIRPORT REMARKS:** Attended 1400-0000Z†. 100LL avbl 24 hr self-serve with credit card. ACTIVATE MIRL Rwy 17-35 and VASI Rwy 17 and Rwy 35—CTAF.

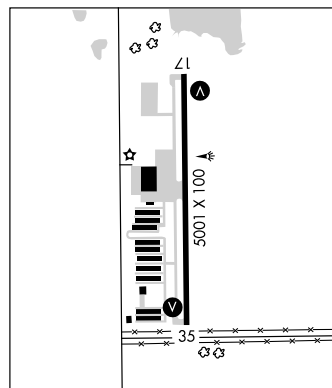
**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ OKE CITY APP/DEP CON 124.6 CLNC DEL 123.7

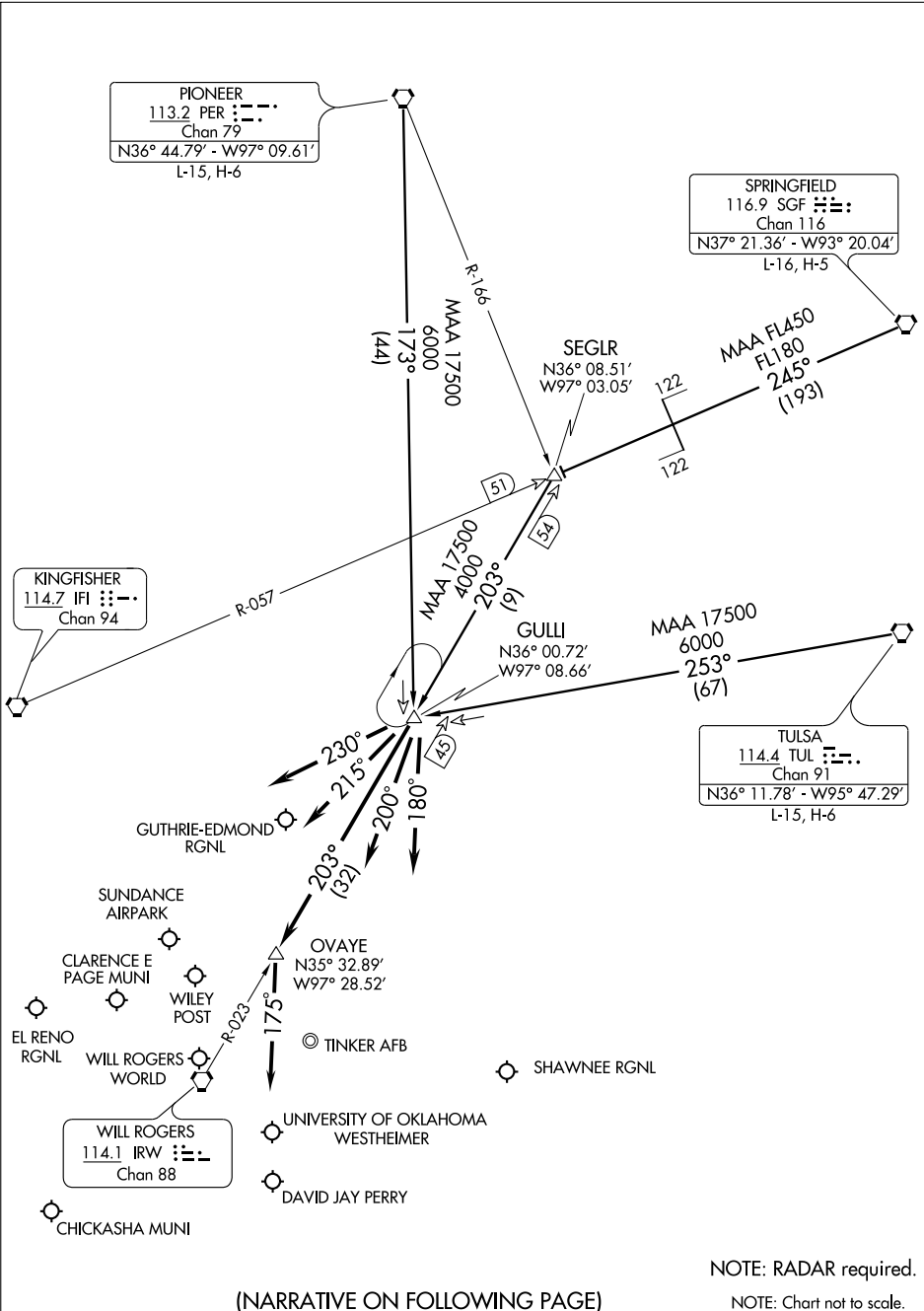
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 335° 15.3 NM to fld. 1230/7E. HIWAS.

ILS 109.9 I-HSD Rwy 17. LOC only.







## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>42701</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>6014</b> TDZE <b>1351</b> Apt Elev <b>1354</b>
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## RNAV (GPS) RWY 17R

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

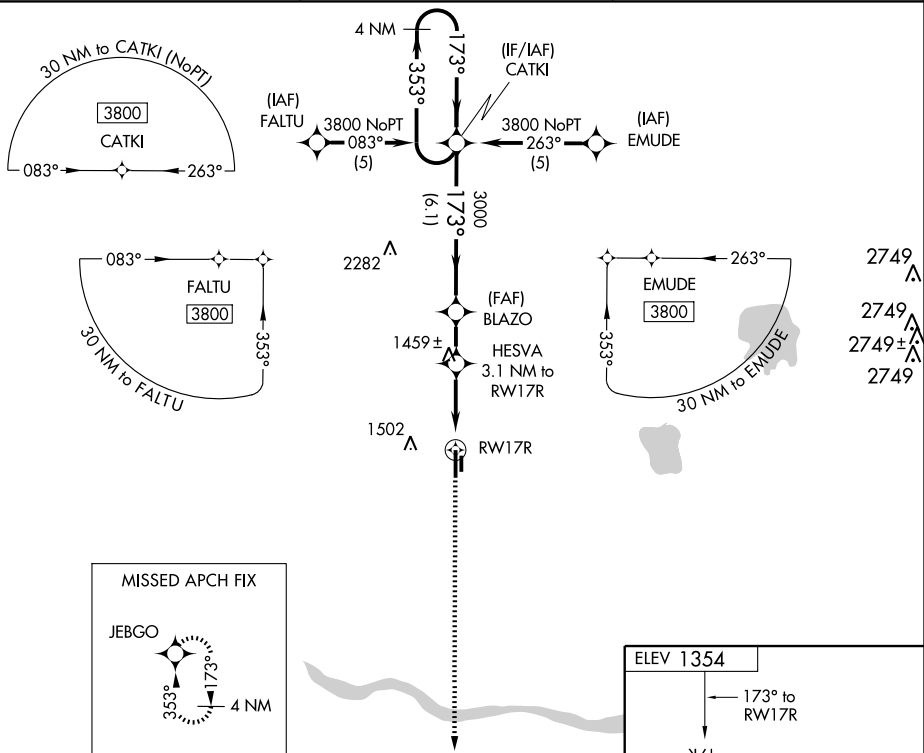
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

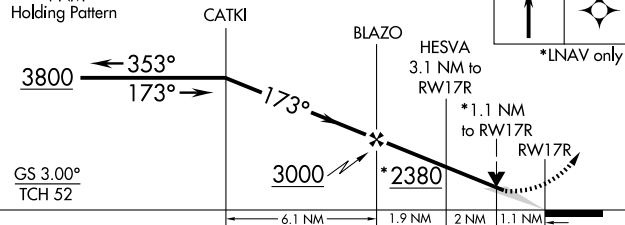
AWOS-3  
**125.05**

OKE CITY APP CON  
**124.6 266.8**

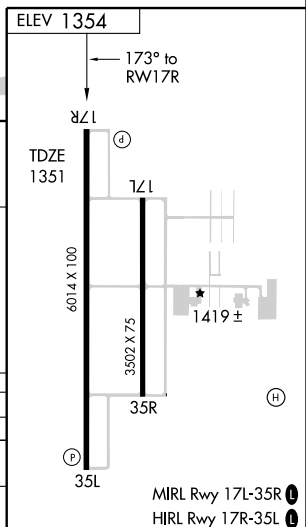
UNICOM  
**123.0 (CTAF) 0**



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1601-¾	250 (300-¾)	NA	NA
LNAV MDA	1760-1	409 (500-1)	1760-1¼	409 (500-1¼)
CIRCLING	1800-1	1820-1	1820-1½	NA
	446 (500-1)	466 (500-1)	466 (500-1½)	





VORTAC IRW <b>114.1</b> Chan <b>88</b>	APP CRS <b>300°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1354</b>
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**VOR-B**

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

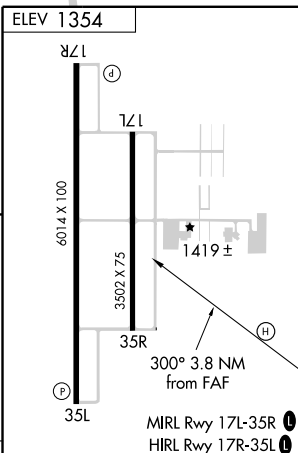
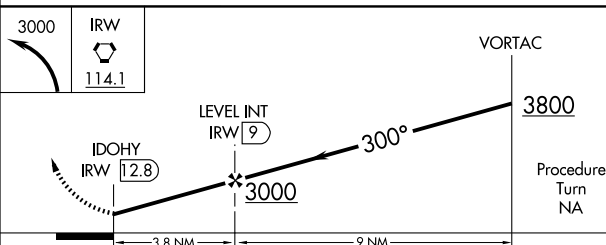
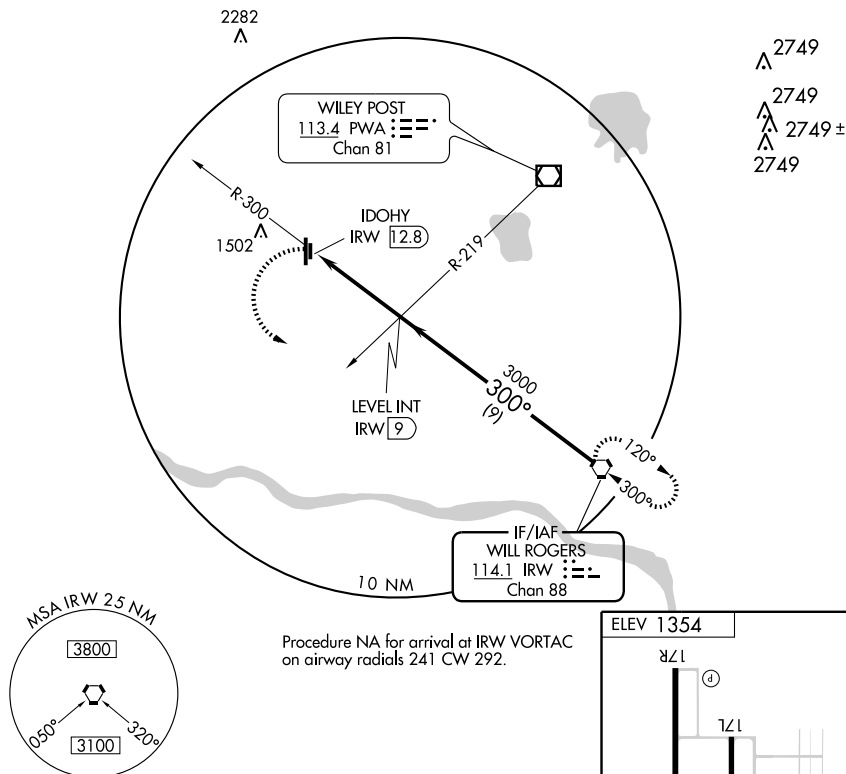
**▼** When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet.

**MISSED APPROACH:** Climbing left turn to 3000 direct IRW VORTAC and hold.

AWOS-3  
**125.05**

OKE CITY APP CON  
**124.6 266.8**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D	FAF to MAP 3.8 NM					
CIRCLING	1860-1	506 (600-1)	1860-1½ 506 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	3:48	2:32	1:54	1:31	1:16

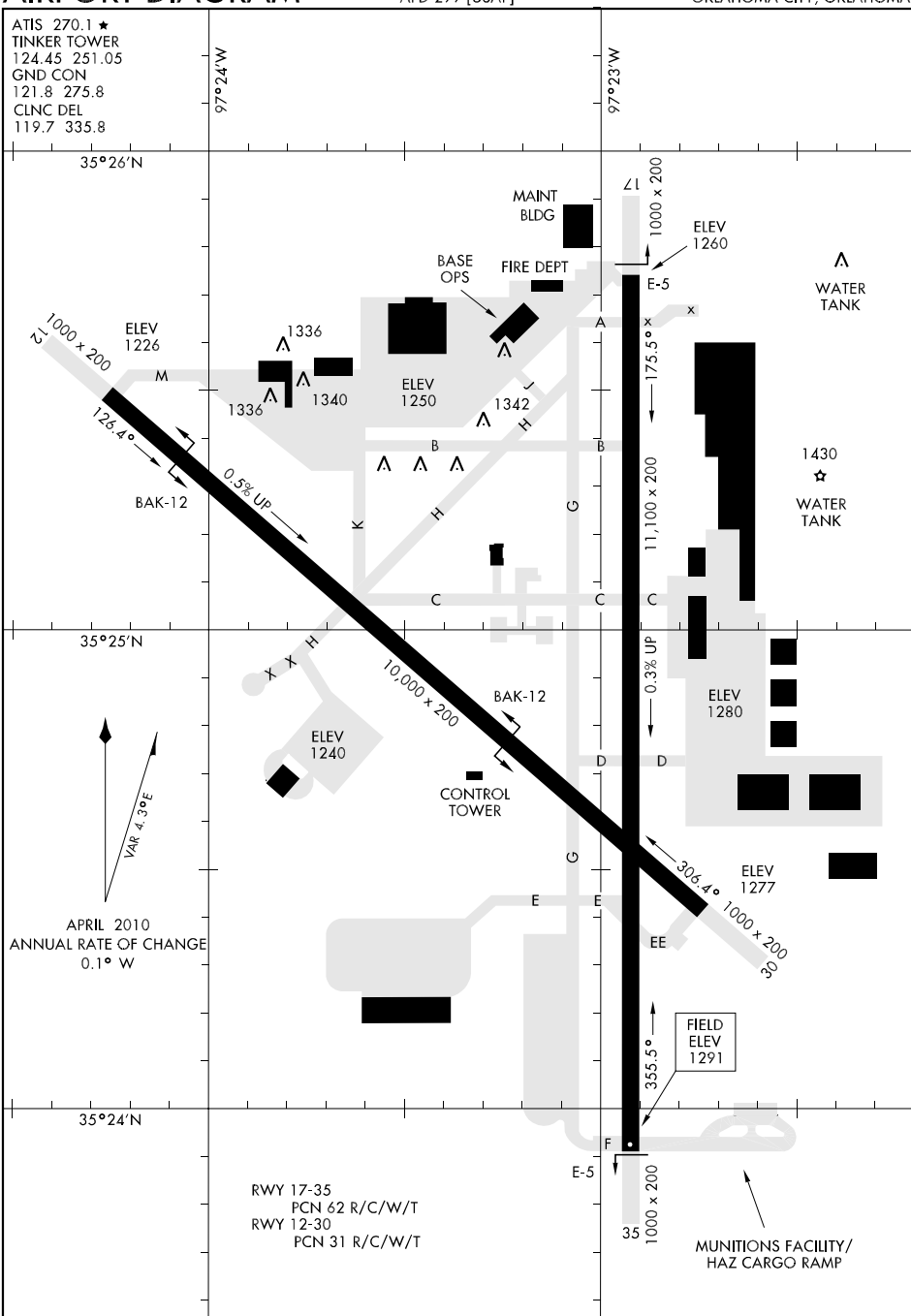
**VOR-B**

## AIRPORT DIAGRAM

AFD-299 [USAF]

OKLAHOMA CITY, OKLAHOMA

ATIS 270.1 ★  
TINKER TOWER  
124.45 251.05  
GND CON  
121.8 275.8  
CLNC DEL  
119.7 335.8



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA

TINKER AFB (KTIK)

**TINKER AFB** (TIK)(KTIK) AF 8 SE UTC-6(-5DT) N35°24.88' W97°23.20'

**DALLAS-FT. WORTH**

1291 B TPA—See Remarks NOTAM FILE MLC Not insp.

**H-6H, L-15D**

**Rwy 17-35:** H11101X200 (PEM) PCN 62 R/C/W/T HIRL

**DIAP, AD**

**Rwy 17:** SALS. PAPI(P4L). 0.3% up. **Rwy 35:** ALSF1. PAPI(P4L). Rgt tfc.

**Rwy 12-30:** H10000X200 (PEM) PCN 31 R/C/W/T HIRL

**Rwy 12:** SALS. PAPI(P4L). Rgt tfc. 0.5% up. **Rwy 30:** SALS. PAPI(P4L).

#### **RUNWAY DECLARED DISTANCE INFORMATION**

**Rwy 12:** TORA-10000 TODA-10000

**Rwy 17:** TORA-11101 TODA-11101

**Rwy 30:** TORA-10000 TODA-10000

#### **ARRESTING GEAR/SYSTEMS**

**Rwy 17** ← HOOK E5 (92' OVRN)

HOOK E5 (70' OVRN) → **Rwy 35**

**Rwy 12** ← HOOK BAK-12B(B) (1000')

HOOK BAK-12B(B) (3208') → **Rwy 30**

**MILITARY SERVICE:** LGT ALS Rwy 17 NSTD for Category 1 ILS. ALS Rwy 12-30 NSTD. Rwy 12 windsock unlgtd. **A GEAR**

Unless safe landing distance dictates otherwise plan landing to touchdown past Rwy 12 apch end BAK-12 located 1000' from thld. **JASU** 1(MC-1A) 1(MC-2A) 10(A/M32A-86) 6(AM32A-95) 8(AM32A-60) **FUEL** J8

**FLUID** PRESAIR LHOX LOX LHNIT **OIL** 7808, 23699 hyd fluid-5606, 83282 SOAP—Results avbl weekdays 1345-1730Z†, 1830-0600Z† except holidays, results not avbl other times. **TRAN ALERT** Opr 1400-0530Z†.

Limited Fleet Svc (lavatory and water only).

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remark. **RSTD** All B1 acft ctc PTD 30 minutes prior to arr/dep.

PPR tran acft. No tran acft arrive/dep 0530-1400Z†. Tran acft may expect only one apch during periods of intense local training. No 180° turns on apch end Rwy 12 except B52/B1/E3/KC135/E6 acft in concrete portion of 1st 500'. Notify base ops of 1 hour or more ETA change and PPR cancellations. **CAUTION** Exercise caution while taxiing portion of ramp not visible from twr. Hold short of ramp for individual acft follow-me assistance. Use caution Rwy 12-30, N-S VFR corridor surface -3000' 1 NM off dep end Rwy 30. Unlgtd security fences surround airfield. Unlighted bldgs NW, W, SW and E of Rwy 17-35. **TFC PAT** TPA—Rectangular and clsd tfc pat 3000(1709) (includes fighter/trainer acft), overhead tfc pat on req 3500(2209). Use 124.45 while in tfc pat, monitor 251.05 to maximum extent possible. **NS ABTMT** Practice circling apch to Rwy 17 prohibited. Night quiet hr in effect 0430-1200Z†, practice apch are restricted. **CSTMS/AG/IMG:** See foreign clearance guide KTIK entry. **MISC** VIP acft ctc Base OPS 30 minutes prior to ETA with firm chock time. Base OPS DSN 884-2191, C405-734-2191. Rwy 17-35 apch ends 1000' conc, remaining rwy keel 75' conc, non-keel asph; mid 8100' rwy grooved. Rwy 12 apch end 1000' conc, Rwy 30 apch end 1000' conc, remaining rwy keel 50' conc, non-keel asphalt. Hangar space for tran acft during inclement wx extremely ltd. Tran svc for B52, B1, C5, C17, C130, C135, and DC10 extremely ltd, acft should have crew chief on board. Acft with cargo req Air Freight assistance ATOC A/G or DSN 339-5553, weekdays 1300-2200Z†. Standard USAF RSRs applied. Twy M clsd. Twy C NSTD shoulders btn trim pad and Rwy 12-30. Twy A CLOSED E side of Rwy 17-35.

**COMMUNICATIONS:** SFA 354.125 (Sooner Con/Okie Ops 228.45 311.0) **ATIS** 270.1 (1100-0400Z†) DSN 884-5152, C405-734-5152. **PTD** 134.1 372.2

⑦ **OKC CITY APP/DEP CON** 120.45 288.325 (081°-170°) 124.2 336.4 (001°-080°) 124.6 266.8 (261°-360°) 126.65 263.075 (171°-260°)

**TOWER** 124.45 251.05 **GND CON** 121.8 275.8 **CLNC DEL** 119.7 335.8

**TIK COMD POST** (Raymond 24) 139.95 141.65 225.875 305.6

**PMSV METRO** 261.025 (Forecast svc avbl during afld opr hr.) Acft ctc 26 OWS, DSN 781-4775, C318-456-4775 for phone patches, all tran wx briefings and updates. Svc for tran acft ltd on weekends and during inclement wx. Trans RON call 26 OWS minimum 2 hrs prior to requested brief time. **TINKER AOTC** 119.15

**AFMC FLT TEST** 382.6 (OC-ALCD PDM input acft ctc Sabre Control 30 min prior arrival.)

**AIRSPACE:** CLASS C svc continuous ctc **APP CON**.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52' W97°36.55' 066° 11.4 NM to fld. 1237/7E. **HIWAS**.

**WILEY POST (T) VORW/DME** 113.4 PWA Chan 81 N35°31.98' W97°38.83' 111° 14.6 NM to fld. 1271/8E. **(T) TACAN** Chan 105 TIK (115.8) N35°26.19' W97°22.78' 188° 1.4 NM to fld. 1251/7E. TACAN unusable 050°-055° and 150°-170° byd 15 NM blo 3000'.

**ILS 111.7** I-EVG Rwy 12. LOC only.

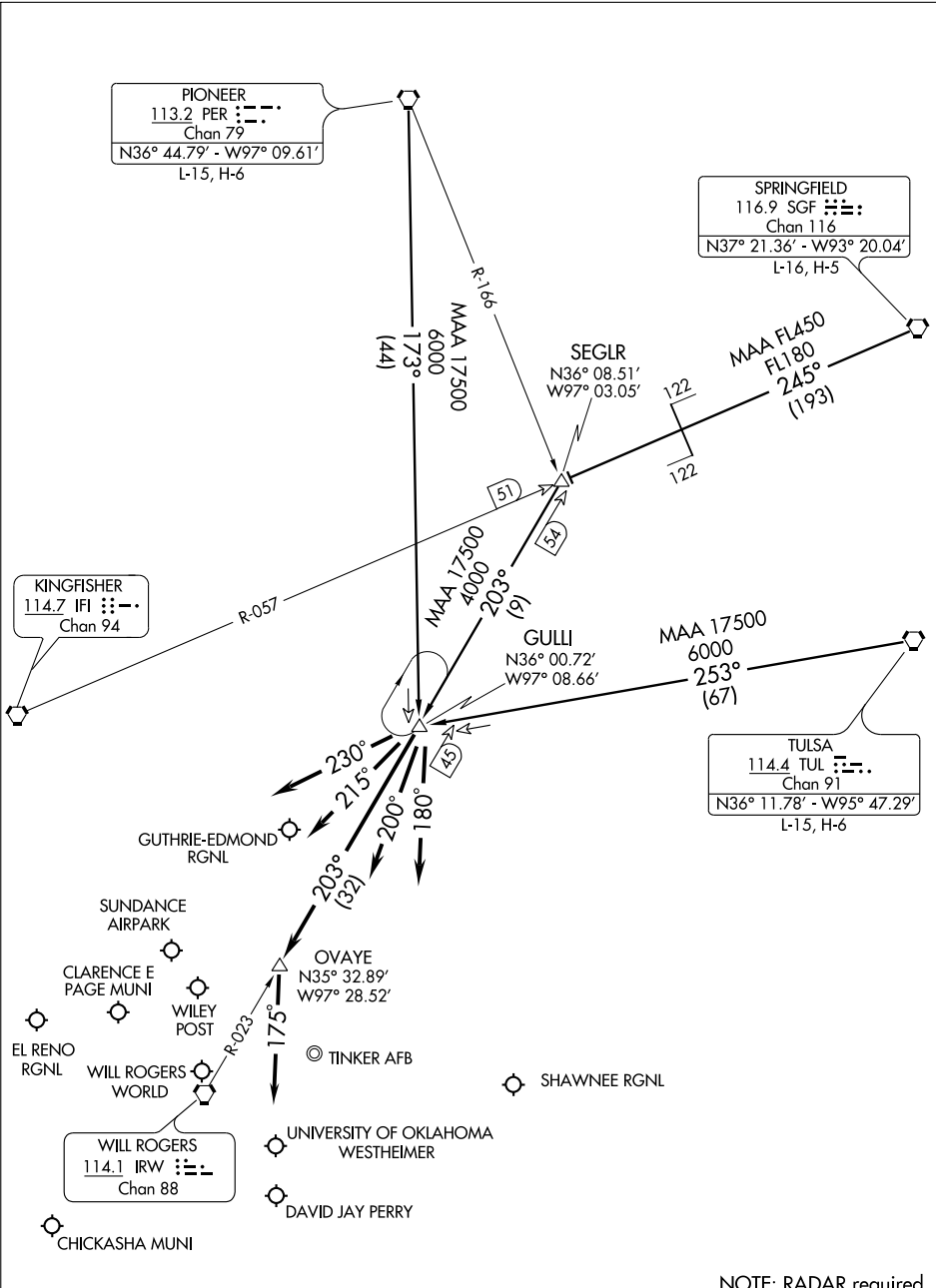
**ILS 111.3** I-FRJ Rwy 17. LOC unusable from TIK .1 DME to rwy thld. LOC unusable byd 15° right of course centerline. ILS glide slope signal not protected from possible reflective interference caused by vehicle tfc.

**ILS 109.5** I-TIK Rwy 35.

**ILS 111.7** I-PLH Rwy 30. LOC only.

**ASR**

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima. Acft with AN/ARN-58 localizer receiver may experience course deviations due to interference.





## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

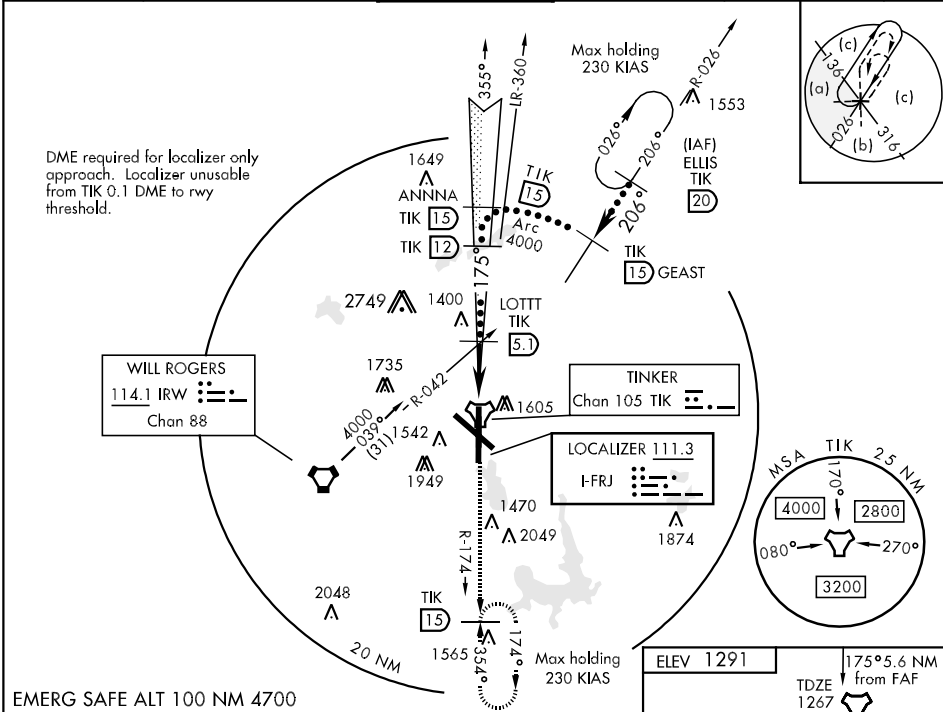
. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

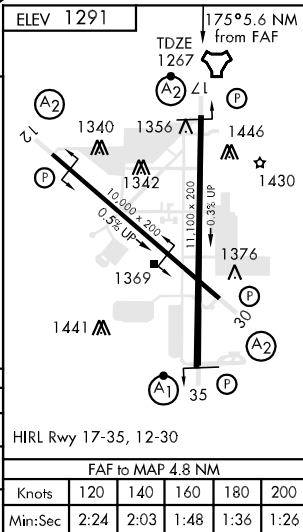
. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

LOC I-FRJ <b>111.3</b>	APCH CRS <b>175°</b>	Rwy Idg <b>11,100</b> TDZE <b>1267</b> Arpt Elev <b>1291</b>	AL-299 [USAF]	TINKER AFB (KTIK)
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<div>▼</div> <div>* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles. ** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.</div>		<div>SALS</div> <div><div>A2</div><div>12-30</div></div>	MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.		
ATIS ★ 270.1	OKE CITY APP CON 124.2 336.4	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR



4000 TIK R-174	TIK 15		
Localizer NA beyond 15° right of course	TACAN TIK 0.3		
LOTIT IRW R-042 TIK 5.1	TIK 12		
3000	175° 4000		
3000	4000		
GS 2.80° TCH 50	Arc 15		
0.8	4.8 NM		
CATEGORY	C	D	E
S-ILS 17	1467/40	200	(200-¾)
S-LOC 17 *	1720/50 453 (500-1)	1720/60	453 (500-1¼)
CIRCLING **	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)



SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-TIK  
**109.5**

APCH CRS  
**355°**

Rwy Idg	11,100
TDZE	1291
Arpt Elev	1291

AL-299 [USAF]

TINKER AFB (KTIK)

**T** \* When ALS inop, increase CAT CDE RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to  $1\frac{1}{4}$  miles.

ALSF-1

**MISSED APPROACH:** Climb to 4000 on the TIK TACAN R-354 to 15 DME and hold.

ATIS ★  
270.1

COKE CITY APP CON  
120.45 288.325

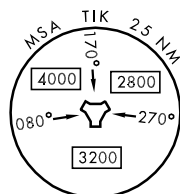
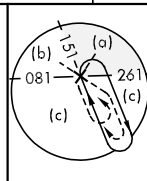
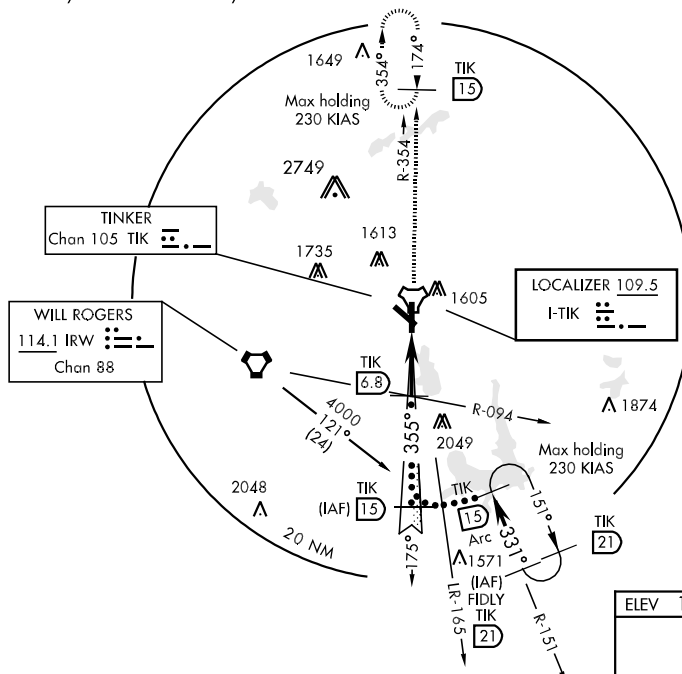
TINKER TOWER	
124.45	251.05

GND CON  
121.8 275.8

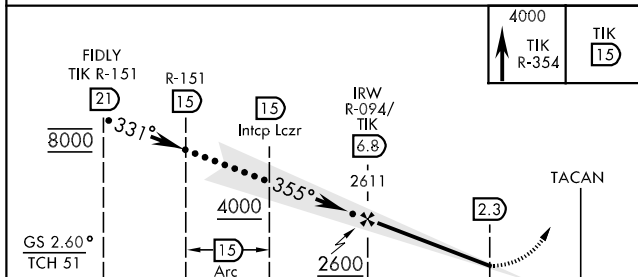
CLNC DEL  
**119.7 335.8**

ASR

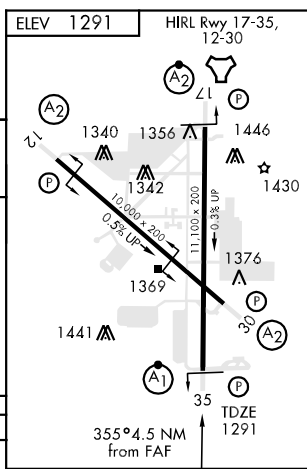
\*\*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.



EMERG SAFE ALT 100 NM 4700



CATEGORY	C	D	E
S-ILS 35 *	1491/24	200	(200-½)
S-LOC 35 **	1640/40	349	(400-¾)
CIRCLING ***	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)



FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Amdt 1 10266

HI-ILS RWY 35

TACAN TIK  
Chan **105**

APCH CRS  
**172°**

Rwy ldg **11,100**  
TDZE **1267**  
Arpt Elev **1291**

AL-299 [USAF]

TINKER AFB (KTIK)



\* CAT E Circling not authorized in sector  
S of Rwy 12-30 and W of Rwy 17-35.



MISSED APPROACH: Climb to 4000 on  
TIK TACAN R-172 to 15 DME and hold.

ATIS ★  
**270.1**

OKE CITY APP CON  
**124.2 336.4**

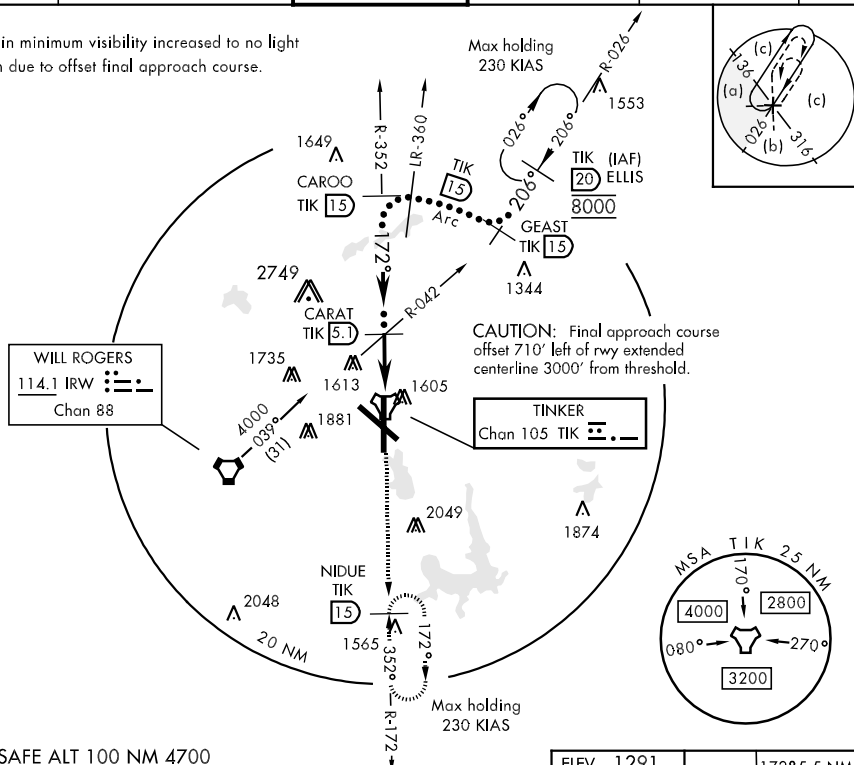
TINKER TOWER  
**124.45 251.05**

GND CON  
**121.8 275.8**

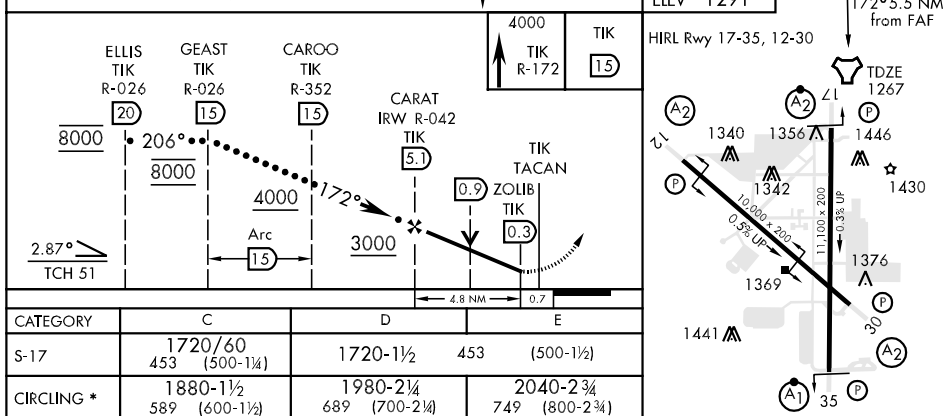
CLNC DEL  
**119.7 335.8**

ASR

Straight-in minimum visibility increased to no light  
minimum due to offset final approach course.

Max holding  
230 KIAS

EMERG SAFE ALT 100 NM 4700



OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Orig 10070

HI-TACAN RWY 17

HI-TACAN RWY 35

Rwy Idg	11,100
TDZE	1291
Arpt Elev	1291

AL-299 [USAF]

TINKER AFB (KTIK)

**T**

\* When ALS inop, increase CAT CDE vis by ½ mile.

\*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

ALSF-1



**MISSED APPROACH:** Climb to 4000 on  
TIK TACAN R-354 to 15 DME and hold.

ATIS ★  
270.1

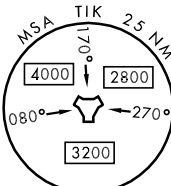
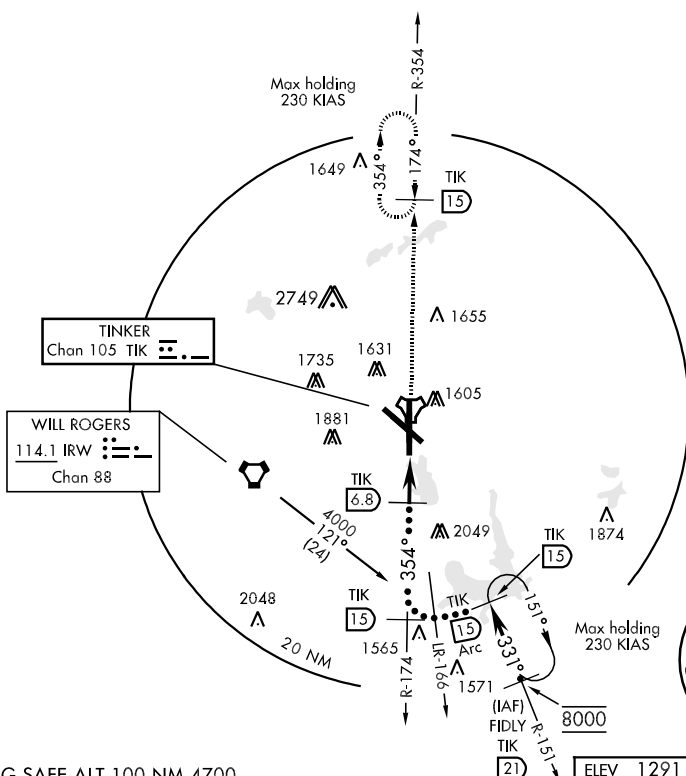
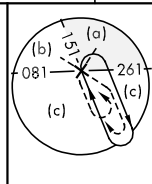
OKC CITY APP CON  
120.45 288.325

TINKER TOWER  
124.45 251.05

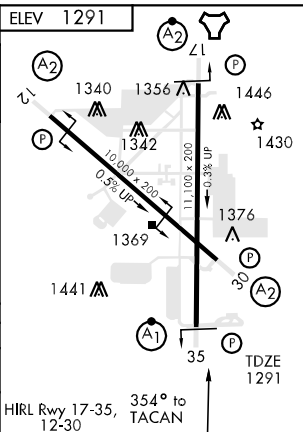
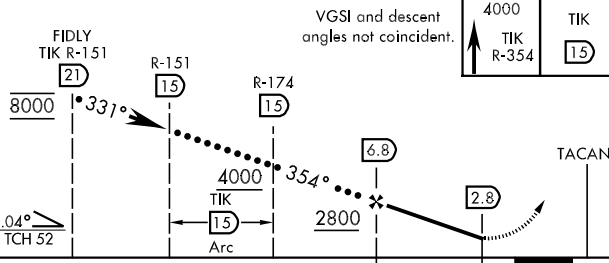
GND CON	
121.8	275.8

CLNC DEL  
**119.7 335.8**

ASR



EMERG SAFE ALT 100 NM 4700



CATEGORY	C	D	E
S-35 *	1800/50	509 (600-1)	1800-1¼ 509 (600-1¼)
CIRCLING **	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

OKLAHOMA CITY, OKLAHOMA

35° 25' N-97° 23' W

TINKER AFB (KTIK)

Amdt 1 10266

HI-TACAN RWY 35

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

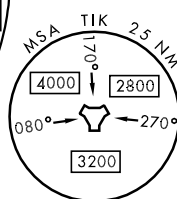
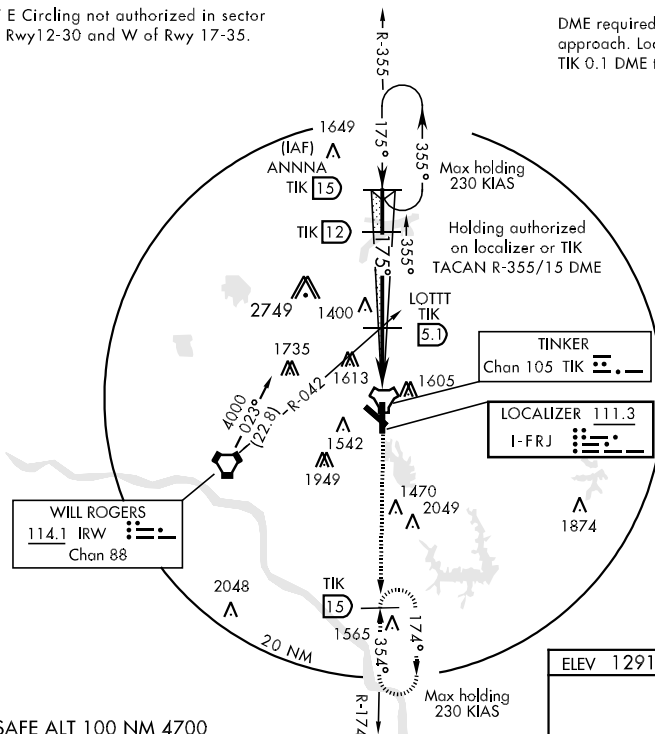
LOC I-FRJ <b>111.3</b>	APCH CRS <b>175°</b>	Rwy Idg <b>11,100</b> TDZE <b>1267</b> Arpt Elev <b>1291</b>	AL-299 [USAF]	TINKER AFB (KTIK)
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<p>▼ * When ALS inop, increase CAT AB RVR to 40 and vis to <math>\frac{3}{4}</math> mile.</p> <p>** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to <math>1\frac{1}{4}</math> miles, CAT DE vis to <math>1\frac{1}{2}</math> miles.</p>	<p>SALS</p> <p><b>A2</b></p>	<p>MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.</p>
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ATIS ★ <b>270.1</b>	OKE CITY APP CON <b>124.2 336.4</b>	TINKER TOWER <b>124.45 251.05</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>119.7 335.8</b>	ASR
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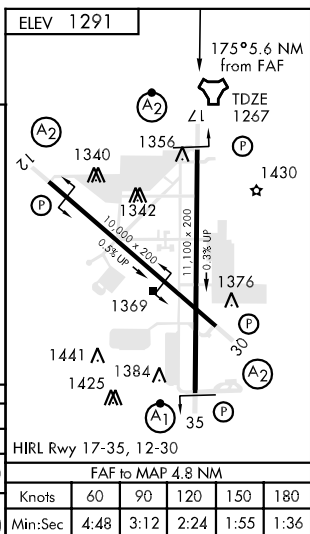
\*\*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

DME required for localizer only approach. Localizer unusable from TIK 0.1 DME to rwy threshold.



EMERG SAFE ALT 100 NM 4700

4000 TIK R-174	TIK <b>15</b>	Localizer NA beyond 15° right of course	LOTIT IRW R-042 TIK <b>5.1</b>	TIK <b>12</b>	ANNNA <b>15</b>	4000	GS 2.80° TCH 50
0.8	4.8 NM						
CATEGORY	A	B	C	D	E		
S-ILS 17 *	1467/24	200 (200- $\frac{1}{2}$ )	1467/40	200	(200- $\frac{3}{4}$ )		
S-LOC 17 **	1720/40	453 (500- $\frac{3}{4}$ )	1720/50 453 (500-1)	1720/60	453 (500- $1\frac{1}{4}$ )		
CIRCLING ***	1880-1	589 (600-1)	1880- $1\frac{1}{2}$ 589 (600- $1\frac{1}{2}$ )	1980-2 $\frac{1}{4}$ 689 (700-2 $\frac{1}{4}$ )	2040-2 $\frac{3}{4}$ 749 (800-2 $\frac{3}{4}$ )		





LOC I-PLH <b>111.7</b>	APCH CRS <b>306°</b>	Rwy Ldg <b>10,000</b> TDZE <b>1276</b> Arpt Elev <b>1291</b>
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AL-299 [USAF]

TINKER AFB (KTIK)

- T** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½.  
 \*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS

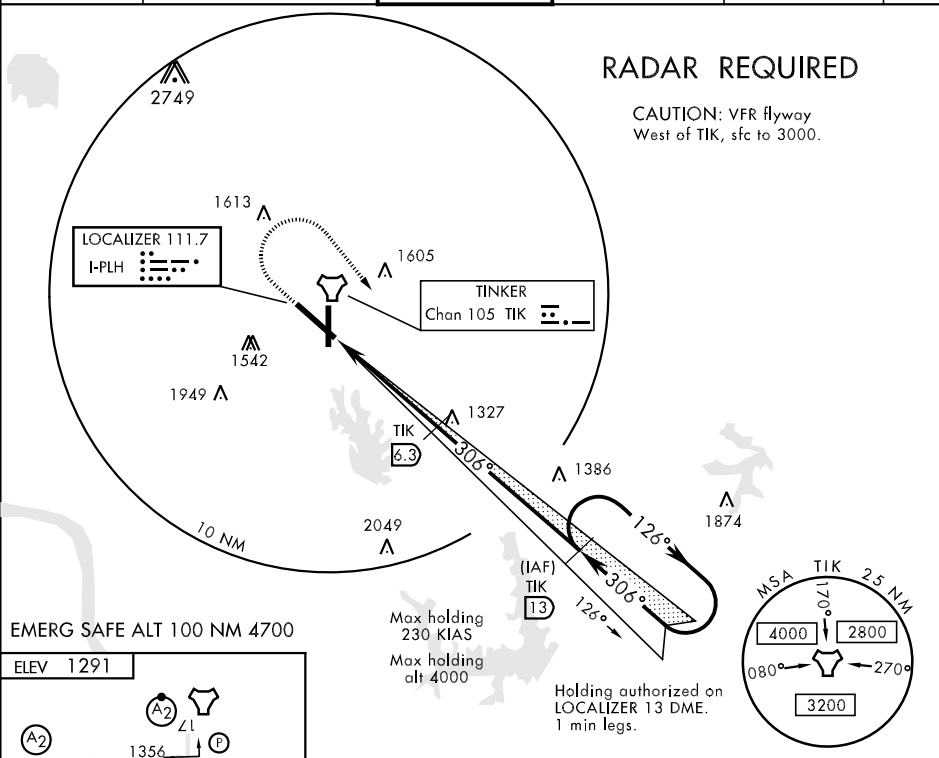
$A_2$  

**MISSED APPROACH:** Climb straight ahead to 2500, then turn right to 4000 direct I-PLH and TIK 13 DME and hold.

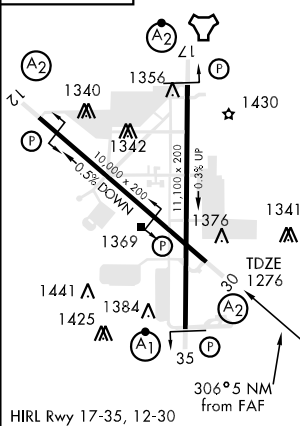
ATIS ★ 270.1	OKE CITY APP CON 120.45 288.325	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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## RADAR REQUIRED

CAUTION: VFR flyway  
West of TIK, sfc to 3000.

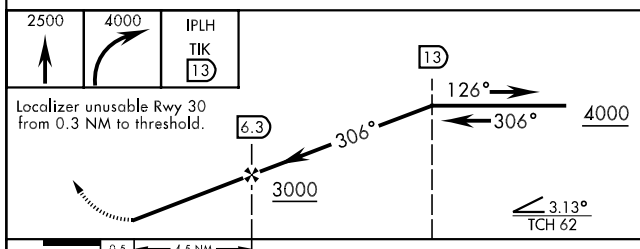


EMERG SAFE ALT 100 NM 4700

ELEV 1291

HIRL Rwy 17-35, 12-30

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-LOC 30 *	1700/40 424 (500-34)		1700/50 424 (500-1)		1700/60 424 (500-14)
CIRCLING **	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Orig 09211

LOC/DME RWY 30

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010



LOC I-EVG <b><u>111.7</u></b>	APCH CRS <b>126°</b>	Rwy Idg <b>10,000</b> TDZE <b>1241</b> Arpt Elev <b>1291</b>	AL-299 [USAF]	TINKER AFB (KTIK)
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**T** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

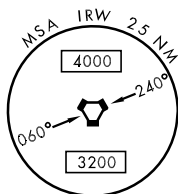
SALS

**MISSED APPROACH:** Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME and hold at 3000.

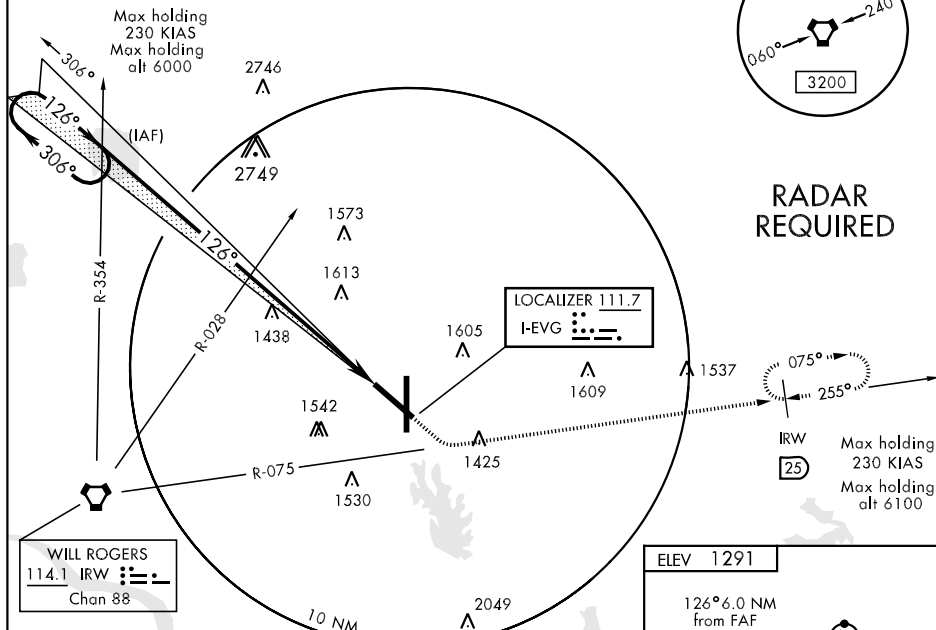
ATIS ★ 270.1	OKE CITY APP CON 120.45 288.325	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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**\*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.**

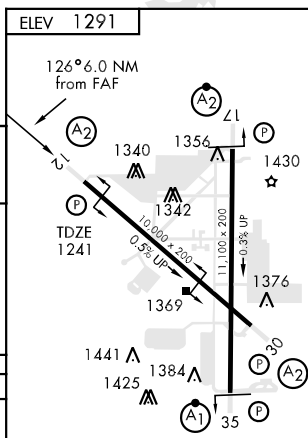
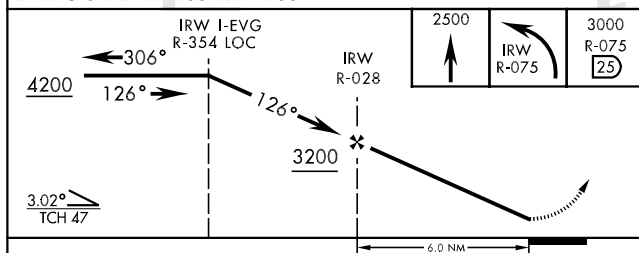
**CAUTION:** VFR Flyway  
from FAF to MAP, SFC to  
3000 MSL.



## RADAR REQUIRED



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-12 *	1740/40 499 (500-3/4)		1740/50 499 (500-1)	1740/60 499 (500-1 1/4)	1740-1 1/2 499 (500-1 1/2)
CIRCLING **	1880-1 589 (600-1)		1880-1 1/2 589 (600-1 1/2)	1980-2 1/4 689 (700-2 1/4)	2040-2 3/4 749 (800-2 3/4)

HIRL Rwy 17-35, 12-30

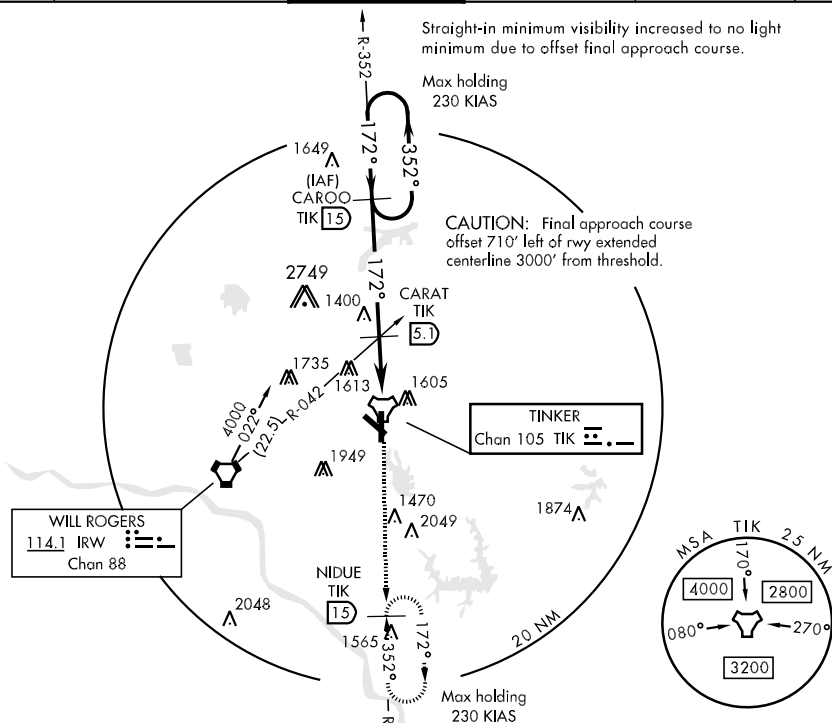
FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

TACAN TIK Chan <b>105</b>	APCH CRS <b>172°</b>	Rwy Idg <b>11,100</b> TDZE <b>1267</b> Arpt Elev <b>1291</b>
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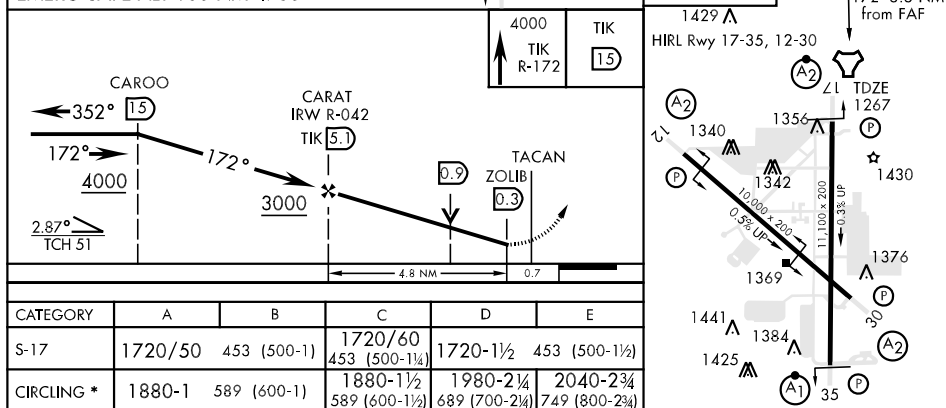
AL-299 [USAF]

TINKER AFB (KTIK)

<b>T</b> * CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.			SALS 	MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 15 DME and hold.	
ATIS ★ <b>270.1</b>	OKE CITY APP CON <b>124.2 336.4</b>	TINKER TOWER <b>124.45 251.05</b>	GND CON <b>121.8 275.8</b>	CLNC DEL <b>119.7 335.8</b>	ASR



EMERG SAFE ALT 100 NM 4700



OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Orig 10070

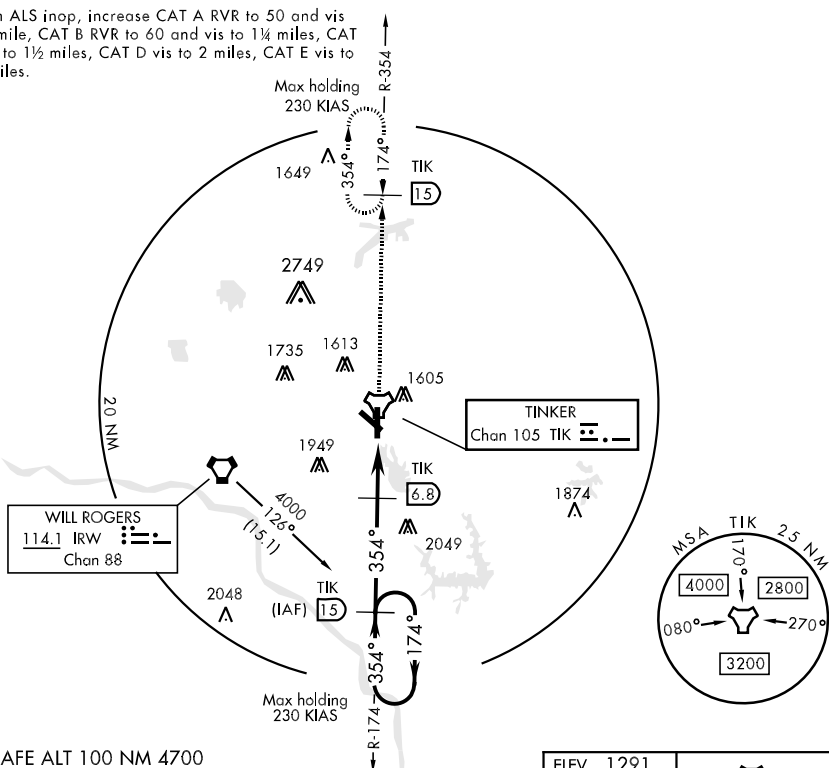
TACAN RWY 17

SC-1, 21 OCT 2010 to 18 NOV 2010

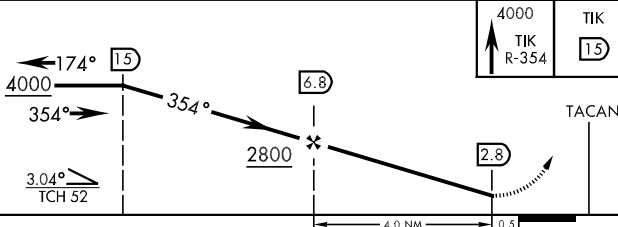
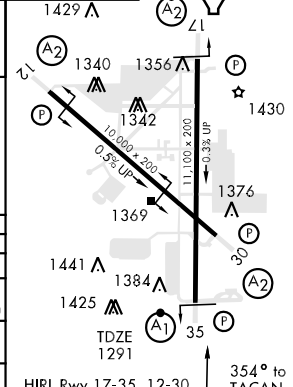
SC-1, 21 OCT 2010 to 18 NOV 2010

TACAN TIK Chan 105	APCH CRS 354°	Rwy Idg 11,100 TDZE 1291 Arpt Elev 1291	AL-299 [USAF]		TINKER AFB (KTIK)		
<div>▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by ½ mile. ** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.</div>			ALSF-1 <div>A1</div>	MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 1.5 DME and hold.			
ATIS ★ 270.1	OKE CITY APP CON 124.2 336.4		TINKER TOWER 124.45 251.05		GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR

\*\*\* When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT D vis to 2 miles, CAT E vis to 2½ miles.



EMERG SAFE ALT 100 NM 4700

						ELEV 1291						
CATEGORY	A	B	C	D	E							
S-35 *	1800/24	509 (600-½)	1800/50	509 (600-1)	1800/60	509 (600-1¼)						
CIRCLING **	1880-1	589 (600-1)	1880-1½	1980-2¼	2040-2¾	589 (700-2¼)						
S-ASR 35 ***	1940/24	1940/40	1940/60	1940-1½	1940-1¾	649 (700-¾)						
	649 (700-½)	649 (700-¾)	649 (700-1¼)	649 (700-1½)	649 (700-1¾)	649 (700-1¾)						





VOR/DME PWA  
**113.4**  
Chan **81**

APCH CRS  
**292°**

Rwy Idg **10,000**  
TDZE **1276**  
Arpt Elev **1291**

AL-299 [USAF]

TINKER AFB (KTIK)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.  
\*\* CAT E Circling not authorized in sector S of Rwy 12-30  
and W of Rwy 17-35.

SALS  
A2

MISSED APPROACH: Climbing right turn  
to 3800, then direct to the PWA R-112/26  
DME and hold.

ATIS ★  
**270.1**

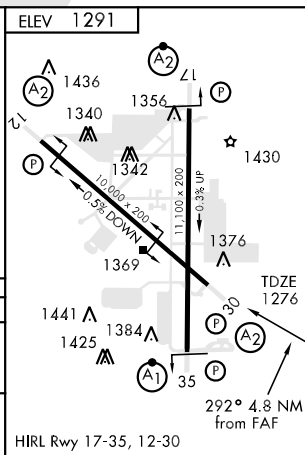
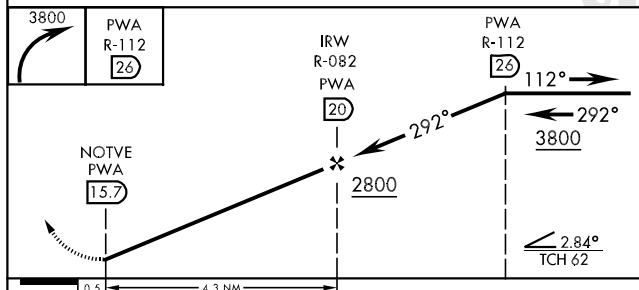
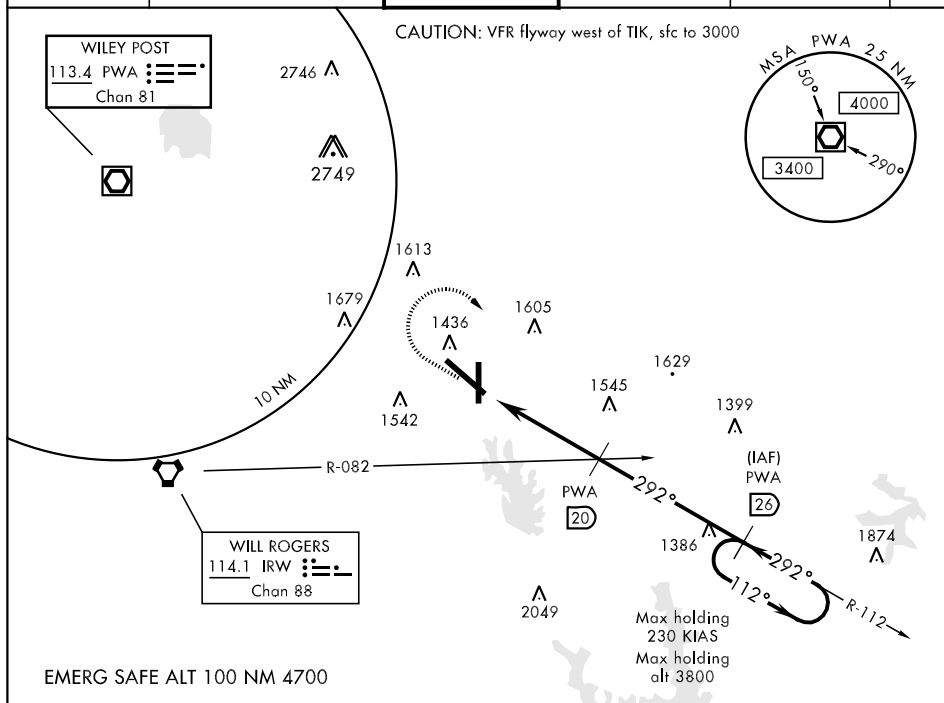
OKE CITY APP CON  
**120.45 288.325**

TINKER TOWER  
**124.45 251.05**

GND CON  
**121.8 275.8**

CLNC DEL  
**119.7 335.8**

ASR



CATEGORY	A	B	C	D	E
S-30 *	1840/50	564 (600-1)	1840/60 564 (600-1¼)	1840-1½ 564 (600-1½)	1840-1¾ 564 (600-1¾)
CIRCLING **	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

**OKMULGEE RGNL** (OKM) 3 N UTC-6(-5DT) N35°40.09' W95°56.92'

DALLAS-FT. WORTH

720 B FUEL 100LL, JET A NOTAM FILE OKM

H-61, L-15E

Rwy 18-36: H5150X100 (CONC) S-30, D-48, 2D-78 MIRL 0.7% up N

IAP

Rwy 18: MALSR.

Rwy 36: Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z. 24 hr fuel automated credit card system. Parachute Jumping. Flocks of migratory birds and deer on and in/ovf arpt. ACTIVATE MIRL Rwy 18-36 and MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (918) 756-9502.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ TULSA APP/DEP CON 119.85

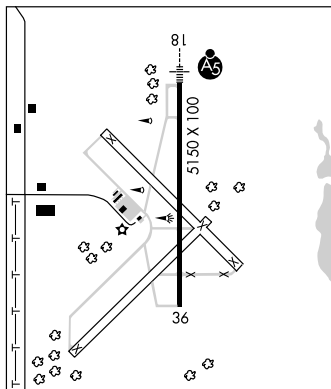
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 186° 32.6 NM to fld. 770/8E.

(H) VORW/DME 114.9 OKM Chan 96 N35°41.59' W95°51.96' 242° 4.3 NM to fld. 766/8E. NOTAM FILE OKM.

PRESO NDB (LOM) 388 OK N35°45.32' W95°56.92' 176° 5.2 NM to fld.

ILS 109.1 I-OKM Rwy 18. LOM PRESO NDB. ILS unmonitored.



**OLUSTEE MUNI** (F09) 3 S UTC-6(-5DT) N34°30.75' W99°25.77'

DALLAS-FT. WORTH

1346 NOTAM FILE MLC

Rwy 17-35: H2000X50 (ASPH) S-12

Rwy 17: Fence.

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

## OVERBROOK

**LAKE MURRAY STATE PARK** (1F1) 2 E UTC-6(-5DT) N34°04.51' W97°06.40'

DALLAS-FT. WORTH

817 B NOTAM FILE MLC

Rwy 14-32: H2500X48 (ASPH) S-4 LIRL

Rwy 14: Thld dsplcd 120'. Trees. Rwy 32: Trees.

**AIRPORT REMARKS:** Unattended. Occasional deer and birds on or near rwy. Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9

**OWASO** N36°18.44' W95°52.52' NOTAM FILE TUL.

KANSAS CITY

NDB (LOM) 375 DW 180° 6.6 NM to Tulsa Intl.

## OWASSO

**GUNDYS** (O38) 3 E UTC-6(-5DT) N36°16.01' W95°47.02'

KANSAS CITY

720 B FUEL 100LL NOTAM FILE MLC

Rwy 17L-35R: H2600X26 (ASPH) MIRL (NSTD)

Rwy 17L: Building.

Rwy 17R-35L: 1760X100 (TURF)

Rwy 17R: Building. Rwy 35L: Trees.

**AIRPORT REMARKS:** Attended irregularly. For fuel call 918-798-2060. Rwy 17R thld marked with tires only. Rwy 17L-35R NSTD small numbers located 50' from rwy end. Rwy 17L-35R NSTD MIRL, lgts located 35' from rwy edge, thld lights missing. Rwy 17L-35R surface cracking and uneven.

**COMMUNICATIONS:** CTAF 122.9

LOC I-OKM	APP CRS	Rwy Idg	<b>5150</b>
<b><u>109.1</u></b>	<b>176°</b>	TDZE	<b>720</b>
		Ant Elev	<b>720</b>

ILS or LOC RWY 18  
OKMULGEE RGNL (OKM)



If local altimeter setting not received,  
use Tulsa Intl altimeter setting and  
increase all DAs/MDAs 80 feet.

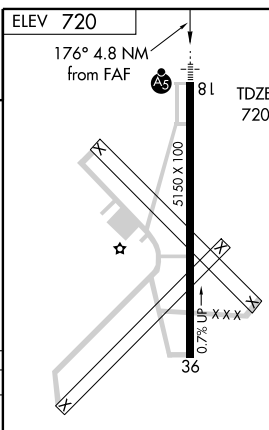
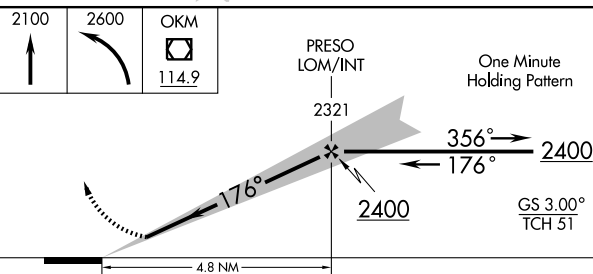
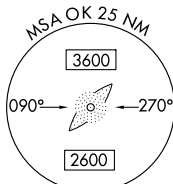
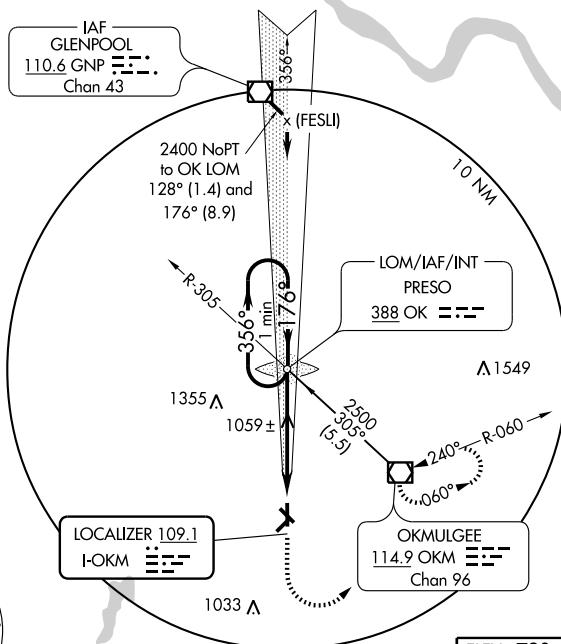


**MISSED APPROACH:** Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.

AWOS-3  
118.225

TULSA APP CON  
119.85 338.3

UNICOM  
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
S-ILS 18	920-1/2 200 (200-1/2)			NA
S-LOC 18	1320-1/2 600 (600-1/2)		1320-1 600 (600-1)	NA
CIRCLING	1320-1 600 (600-1)		1320-1 1/2 600 (600-1 1/2)	NA

MIRL Rwy 18-36 <b>L</b>					
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



WAAS CH <b>82105</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg <b>5150</b> TDZE <b>720</b> Apt Elev <b>720</b>
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**RNAV (GPS) RWY 18**

OKMULGEE RGNL (OKM)

- ▼ If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.
- ▲ DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.

MALSR



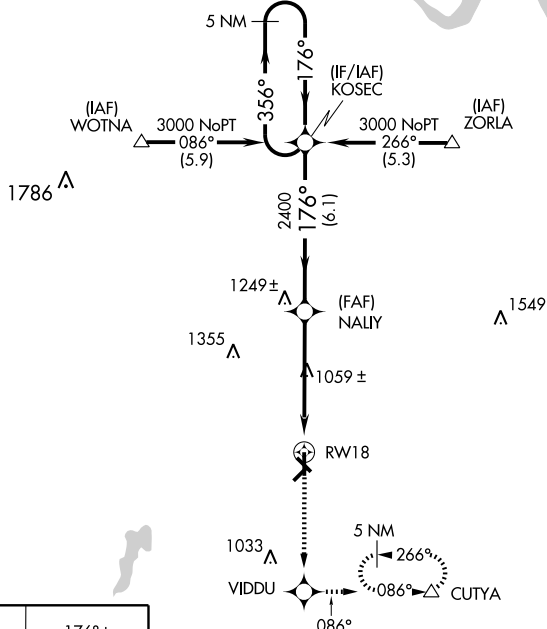
MISSED APPROACH: Climb to 3000 direct VDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

AWOS-3  
**118.225**

TULSA APP CON  
**119.85 338.3**

UNICOM  
**123.0 (CTAF) 0**

Procedure NA for arrivals at WOTNA on V532 northwest bound.



ELEV 720

TDZE 720

AS

81

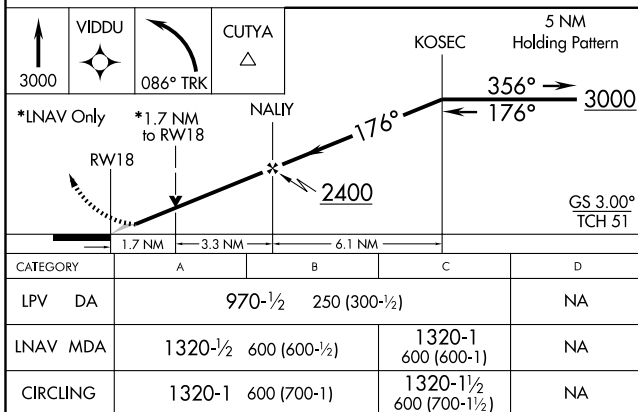
100 X 50 15

0.7% UP

36

176° to RWY 18

MIRL Rwy 18-36 0



VOR/DME OKM  
**114.9**  
Chan **96**

APP CRS  
240°

Rwy Idg	
TDZE	
Apt Elev	

N/A  
N/A  
720

VOR-A  
OKMULGEE RGNL (OKM)



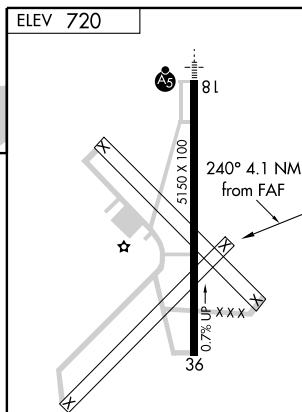
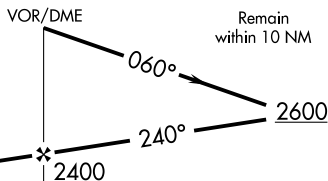
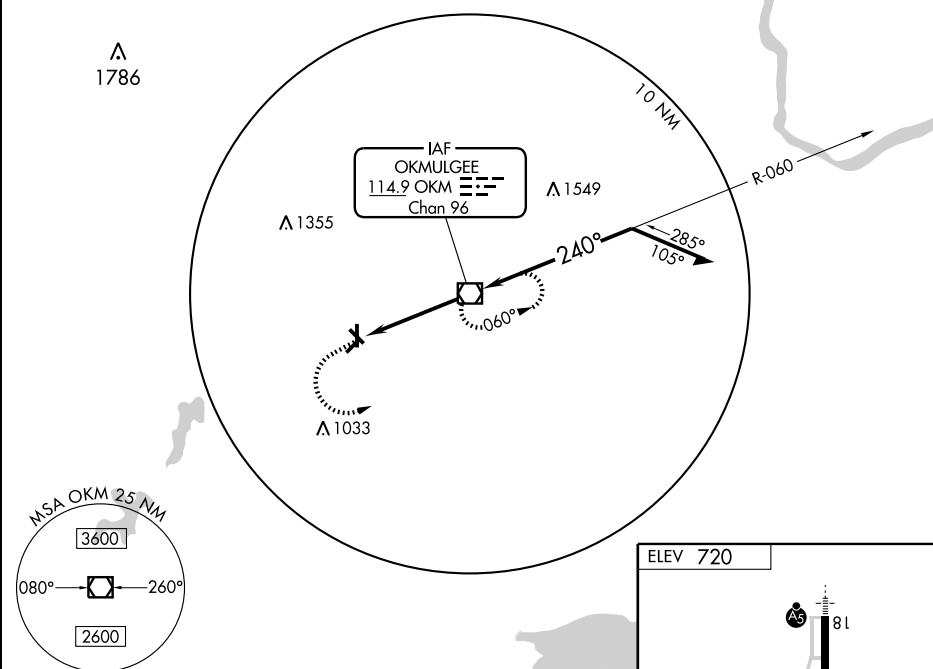
If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA's 80 feet.

**MISSED APPROACH:** Climb to 2600 then left turn direct OKM VOR/DME and hold.

AWOS-3  
**118.225**

TULSA APP CON  
**119.85 338.3**

UNICOM  
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
CIRCLING	1140-1 420 (500-1)	1180-1 460 (500-1)	1300-1½ 580 (600-1½)	NA

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

**PAULS VALLEY MUNI** (PVJ) 2 S UTC-6(-5DT) N34°42.57' W97°13.40'

971 B S4 FUEL 100LL, JET A NOTAM FILE PVJ

RWY 17-35: H5001X100 (CONC) S-42, D-55, 2D-110 MIRL 0.4% up N

RWY 17: REIL. PAPI (P4L)—GA 3.0 TCH 55'. Trees.

RWY 35: REIL. PAPI (P4L)—GA 3.0 TCH 42'. Trees.

RWY 12-30: H3500X150 (CONC) S-42, D-55, 2D-110

PCN 3 R/B/X/T 0.5% up NW

RWY 12: Trees. RWY 30: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z+. For attendant after hours call 405-207-6610. Fuel avbl 24 hrs with automated credit card system. Ultralights on and inofv arpt. ACTIVATE MIRL Rwy 17-35, PAPI and REIL Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.675 (405) 238-4452.**COMMUNICATIONS:** CTAF/UNICOM 122.8.® **FORT WORTH CENTER APP/DEP CON 128.1****RADIO AIDS TO NAVIGATION:** NOTAM FILE ADM.

ARDMORE (H) VORTACW 116.7 ADM Chan 114 N34°12.70' W97°10.09' 349° 30.0 NM to fld. 937/6E.

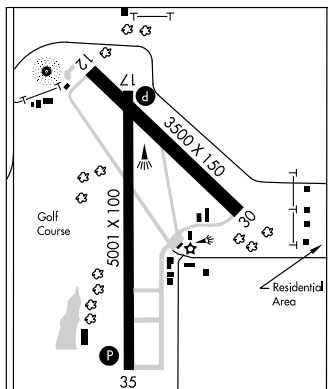
NDB (MHW) 384 PVJ N34°42.93' W97°13.74' at fld.

NOTAM FILE PVJ.

DALLAS-FT. WORTH

H-6H, L-17C

IAP

**PAWHUSKA MUNI** (H76) 4 W UTC-6(-5DT) N36°40.30' W96°24.33'

1000 B NOTAM FILE MLC

RWY 17-35: H3200X60 (ASPH) S-12.5 MIRL

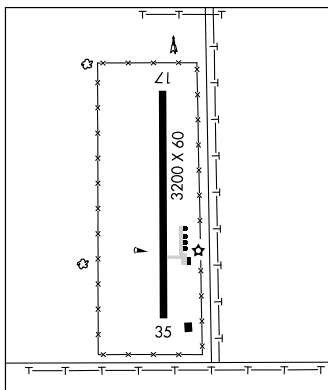
RWY 17: P-line. RWY 35: P-line.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BVO.

BARTLESVILLE (L) VORW/DME 117.9 BVO Chan 126 N36°50.06' W96°01.10' 235° 21.1 NM to fld. 940/8E.

KANSAS CITY

L-15E

**PAWNEE MUNI** (H97) 0 NE UTC-6(-5DT) N36°23.00' W96°48.62'

875 NOTAM FILE MLC

RWY 18-36: 2130X100 (TURF)

RWY 18: Trees. RWY 36: Trees.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 south 300' muddy and soft when wet.**COMMUNICATIONS:** CTAF 122.9

KANSAS CITY

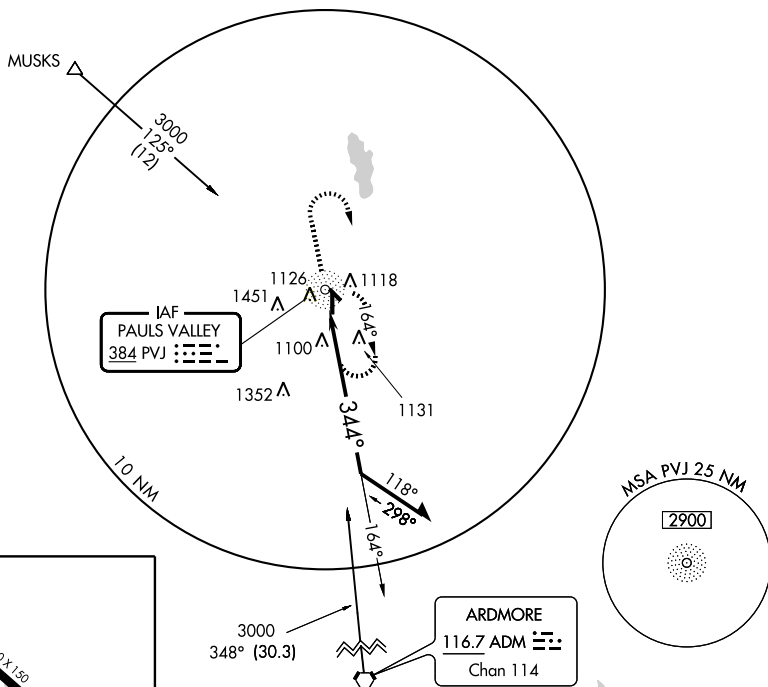
NDB RWY 35  
PAULS VALLEY MUNI (PVJ)

**MISSED APPROACH:** Climb to 3000 then right turn direct PVJ NDB and hold.

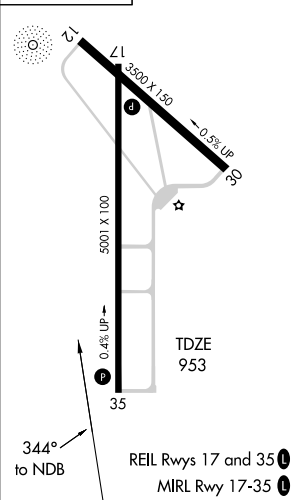
FORT WORTH CENTER  
128.1 327.15

UNICOM  
122.8 (CTAF) **L**

1690



ELEV 968



3000		PVJ
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CATEGORY	A	B	C	D
S-35	1520-1	567 (600-1)	1520-1½ 567 (600-1½)	1520-1¾ 567 (600-1¾)
CIRCLING	1520-1	552 (600-1)	1540-1½ 572 (600-1½)	1800-2¾ 832 (900-2¾)

PAULS VALLEY, OKLAHOMA  
Amdt 4 10154

PAULS VALLEY MUNI (PVJ)  
NDB RWY 35

34°43'N - 97°13'W

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>86718</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg <b>5001</b> TDZE <b>971</b> Apt Elev <b>971</b>
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# RNAV (GPS) RWY 17

PAULS VALLEY MUNI (P.VJ)

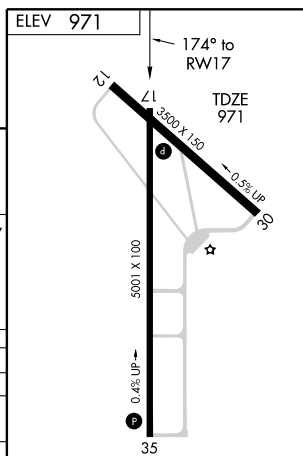
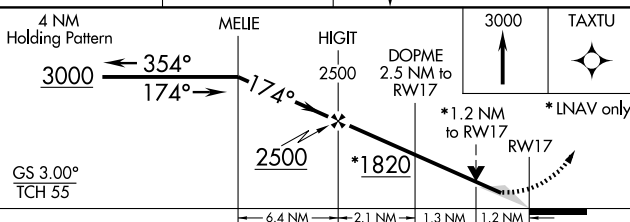
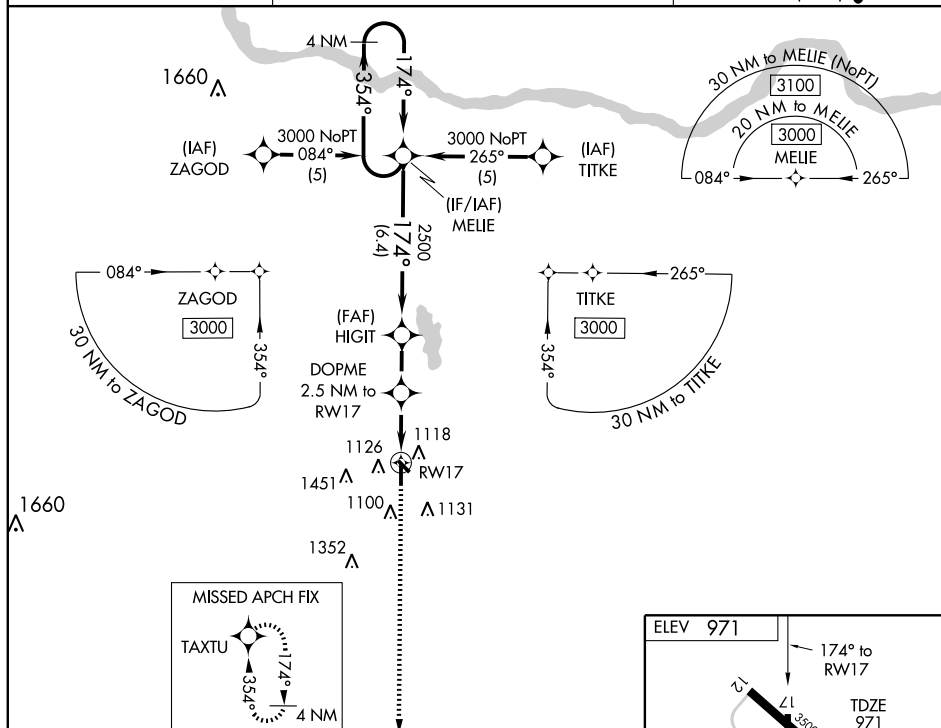
**T** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 97 feet and all MDA 100 feet and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C, D visibility ¼ mile and Circling Cat C visibility ¼ mile, and Cat D visibility ½ mile. Baro-VNAV NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). VDP NA when using Ardmore Downtown Executive altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct TAXTU and hold.

AWOS-3  
**118.675**

FORT WORTH CENTER  
**128.1 327.15**

UNICOM  
**122.8** (CTAF) **1**



CATEGORY	A	B	C	D
LPV DA	1171-1 200 (200-1)			
LNAV/VNAV DA	1413-1½ 442 (500-1½)			
LNAV MDA	1420-1 449 (500-1)	1420-1¼ 449 (500-1¼)	1420-1¾ 449 (500-1¾)	
CIRCLING	1440-1 469 (500-1)	1540-1½ 569 (600-1½)	1760-2 789 (800-2)	

REIL Rwy 17 and 35 **1**  
MIRL Rwy 17-35 **1**

WAAS CH <b>45716</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>956</b> <b>971</b>
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# RNAV (GPS) RWY 35

PAULS VALLEY MUNI (PVJ)

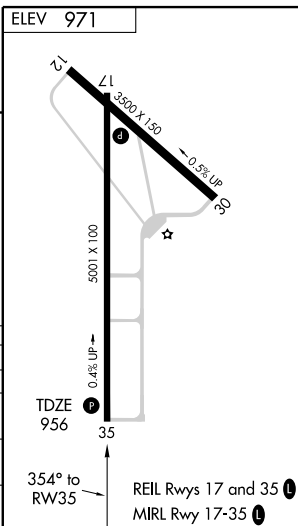
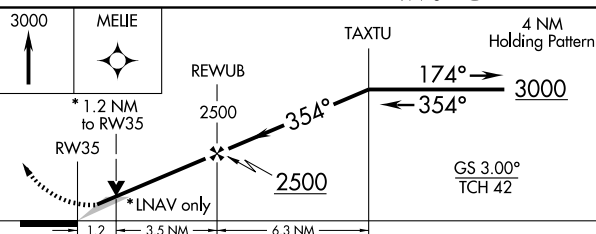
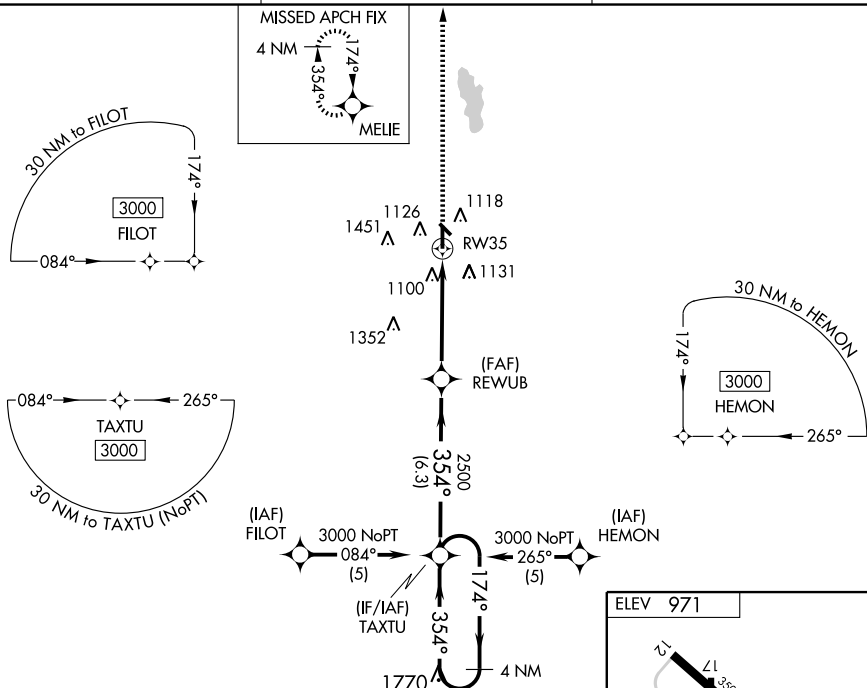
**▼** **▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 97 feet and all MDA 100 feet and LPV and LNAV/VNAV visibility  $\frac{1}{4}$  mile all Cats, LNAV Cat C, D visibility and Circling Cat C visibility  $\frac{1}{4}$  mile, and Circling Cat D visibility  $\frac{1}{2}$  mile. Baro-VNAV and VDP NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

MISSED APPROACH: Climb to 3000 direct MELIE and hold.

AWOS-3  
**118.675**

FORT WORTH CENTER  
**128.1 327.15**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1156- $\frac{3}{4}$		200 (200- $\frac{3}{4}$ )	
LNAV/VNAV DA	1447-1 $\frac{3}{4}$		491 (500-1 $\frac{3}{4}$ )	
LNAV MDA	1360-1	404 (400-1)	1360-1 $\frac{1}{4}$	404 (400-1 $\frac{1}{4}$ )
CIRCLING	1440-1	469 (500-1)	1540-1 $\frac{1}{2}$ 569 (600-1 $\frac{1}{2}$ )	1760-2 $\frac{1}{2}$ 789 (800-2 $\frac{1}{2}$ )

**PERRY MUNI** (F22) 5 N UTC-6(-5DT) N36°23.14' W97°16.63'

1002 B S4 FUEL 100LL, JET A NOTAM FILE MLC

RWY 17-35: H5110X75 (ASPH) S-75, D-130 MRL 0.5% up S

RWY 17: REIL. PAPI(P2L).

RWY 35: REIL. PAPI(P2L). Road.

**AIRPORT REMARKS:** Attended 1400-2300Z. CLOSED Christmas day.

Heavy mil jet t/c dalgt. Ultralight activity on and invof arpt.

ACTIVATE MRL Rwy 17-35—CTAF.

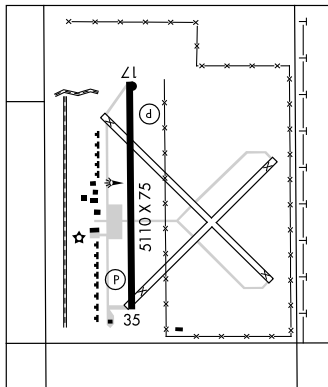
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.8.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'

W97°09.61' 189° 22.4 NM to fld. 1054/6E.



WICHITA

H-6H, L-15D

IAP

**PIONEER** N36°44.79' W97°09.61'. NOTAM FILE PNC.

(H) VORTACW 113.2 PER Chan 79 101° 3.0 NM to Ponca City Rgnl. 1054/6E.

WICHITA

H-6H, L-15D

**PONCA CITY RGNL** (PNC) 2 NW UTC-6(-5DT) N36°43.92' W97°05.99'

1008 B S4 FUEL 100LL, JET A OX 4 TPA-2001(993) NOTAM FILE PNC

RWY 17-35: H7201X150 (CONC-GRVD) S-51, D-65, 2S-83, 2D-122 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 49'. Rgt t/c.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Building.

**AIRPORT REMARKS:** Attended 1300-0300Z. Jet A fuel and service avbl

1300Z±-dusk, other times call 580-762-8647. 100LL fuel avbl

24 hrs. Ultralights on and invof arpt. N 2400' rwy NSTD plastic

grooving entire width and 25' each edge at remainder of rwy

4801'. ACTIVATE HIRL Rwy 17-35, MALSR Rwy 17, PAPI Rwy 17,

PAPI Rwy 35, and REIL Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 134.075 (580) 765-0049.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.25 (MCALESTER RADIO)

KANSAS CITY CENTER APP/DEP CON 127.8

**AIRSPACE:** CLASS E svc continuous.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PNC.

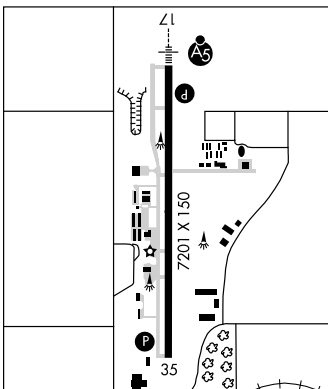
PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'

W97°09.61' 101° 3.0 NM to fld. 1054/6E.

NDB (MHW/LOM) 515 PN N36°49.50' W97°06.03' 175° 5.6 NM to fld.

ILS/DME 111.9 I-PNC Chan 56 Rwy 17. LOM PONCA

NDB. LOC unmonitored. ILS unmonitored.



WICHITA

H-6H, L-15D

IAP

## POND CREEK

**HOMESTEAD FARMS** (O66) 4 E UTC-6(-5DT) N36°41.50' W97°43.60'

1030 NOTAM FILE MLC

RWY 17-35: 2870X21 (ASPH-TURF)

RWY 17: Fence. RWY 35: Pole.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 ASPH strip 1659'X21' middle of rwy. 546' on north end and 665' on south end turf. Both turf rwy ends muddy when wet. Parts of asphalt portion broken and deteriorated.

**COMMUNICATIONS:** CTAF 122.9

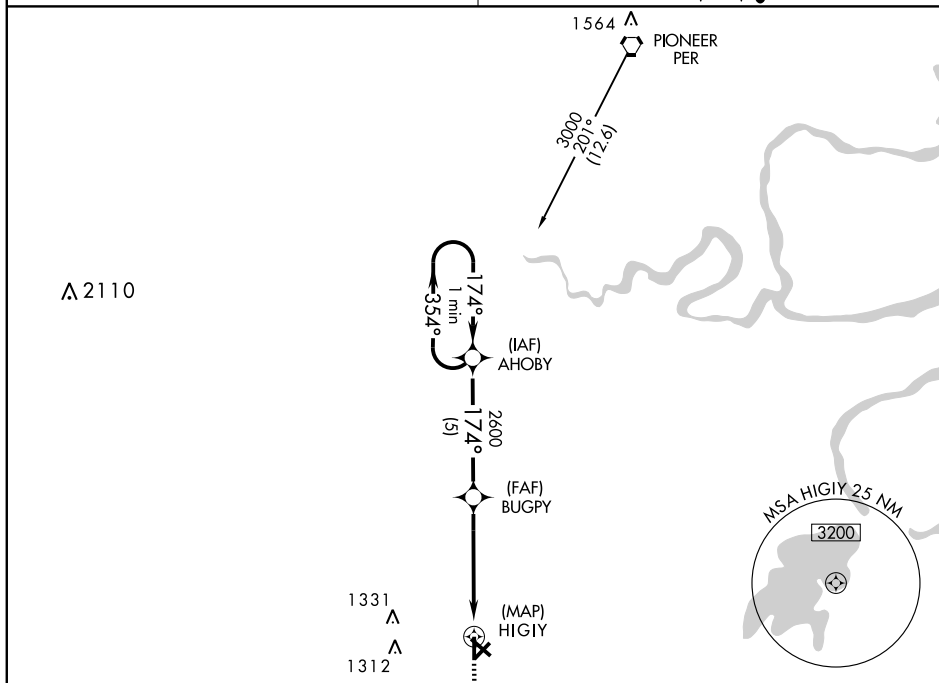
WICHITA

APP CRS <b>174°</b>	Rwy Idg <b>5110</b>
	TDZE <b>993</b>
	Apt Elev <b>1002</b>

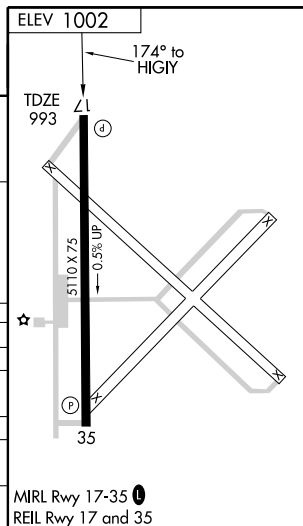
**GPS RWY 17**

PERRY MUNI (F22)

<b>NA</b> Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AHOBY WP and hold.
KANSAS CITY CENTER <b>127.8 319.1</b>	UNICOM <b>122.8 (CTAF)</b>



One Minute Holding Pattern				
CATEGORY	A	B	C	D
S-17	1360-1	367 (400-1)		NA
CIRCLING	1480-1	478 (500-1)	1480-1½ 478 (500-1½)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1420-1	427 (500-1)	1420-1¼ 427 (500-1¼)	NA
CIRCLING	1540-1	538 (600-1)	1540-1½ 538 (600-1½)	NA





VORTAC PER <b><u>113.2</u></b> Chan <b>79</b>	APP CRS <b>189°</b>	Rwy Idg <b>5110</b> TDZE <b>993</b> Apt Elev <b>1002</b>
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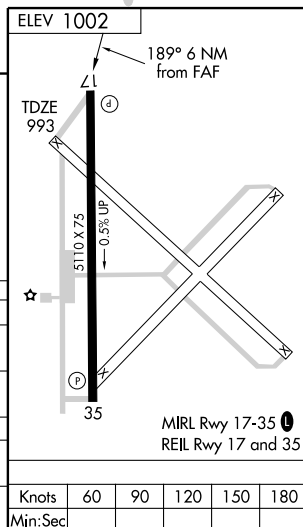
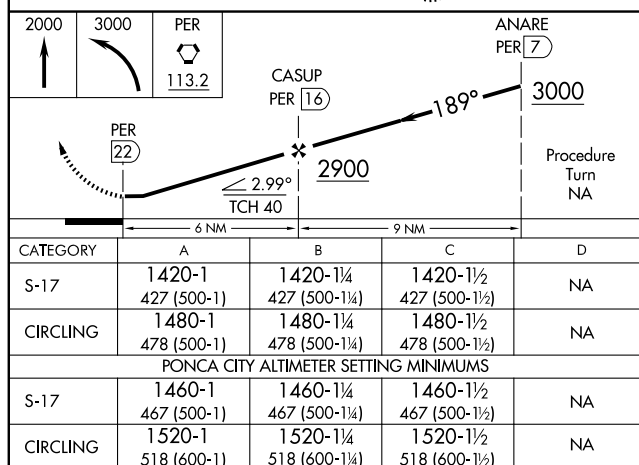
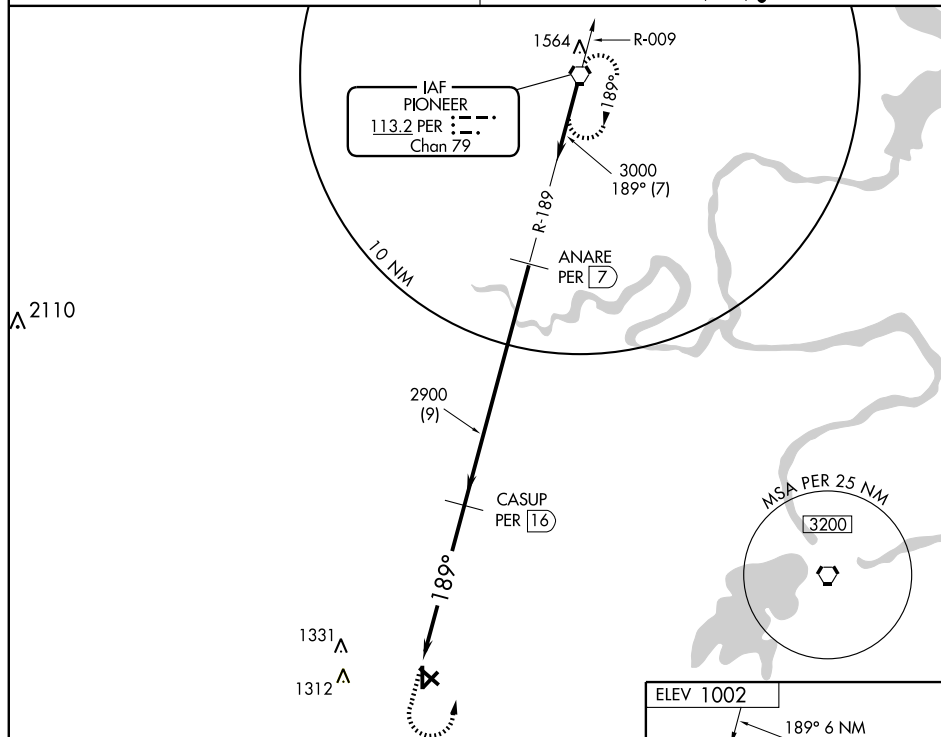
VOR/DME RWY 17

PERRY MUNI (F22)

<b>A</b> NA	Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.
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**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold.

KANSAS CITY CENTER  
127.8 319.1

UNICOM  
122.8 (CTAF) **L**

PERRY, OKLAHOMA  
Amdt 3A 08269

36°23'N-97°17'W

PERRY MUNI (F22)

VOR/DME RWY 17

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

**PERRY MUNI** (F22) 5 N UTC-6(-5DT) N36°23.14' W97°16.63'

1002 B S4 FUEL 100LL, JET A NOTAM FILE MLC

RWY 17-35: H5110X75 (ASPH) S-75, D-130 MRL 0.5% up S

RWY 17: REIL. PAPI(P2L).

RWY 35: REIL. PAPI(P2L). Road.

**AIRPORT REMARKS:** Attended 1400-2300Z. CLOSED Christmas day.

Heavy mil jet t/c dalgt. Ultralight activity on and invof arpt.

ACTIVATE MRL Rwy 17-35—CTAF.

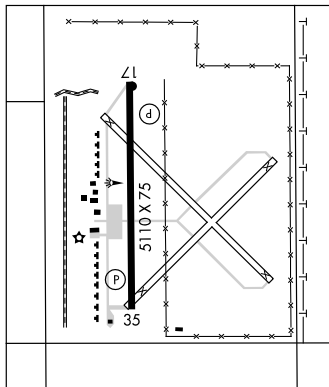
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.8.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'

W97°09.61' 189° 22.4 NM to fld. 1054/6E.



WICHITA

H-6H, L-15D

IAP

**PIONEER** N36°44.79' W97°09.61'. NOTAM FILE PNC.

(H) VORTACW 113.2 PER Chan 79 101° 3.0 NM to Ponca City Rgnl. 1054/6E.

WICHITA

H-6H, L-15D

**PONCA CITY RGNL** (PNC) 2 NW UTC-6(-5DT) N36°43.92' W97°05.99'

1008 B S4 FUEL 100LL, JET A OX 4 TPA-2001(993) NOTAM FILE PNC

RWY 17-35: H7201X150 (CONC-GRVD) S-51, D-65, 2S-83, 2D-122 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 49'. Rgt t/c.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Building.

**AIRPORT REMARKS:** Attended 1300-0300Z. Jet A fuel and service avbl

1300Z±-dusk, other times call 580-762-8647. 100LL fuel avbl

24 hrs. Ultralights on and invof arpt. N 2400' rwy NSTD plastic

grooving entire width and 25' each edge at remainder of rwy

4801'. ACTIVATE HIRL Rwy 17-35, MALSR Rwy 17, PAPI Rwy 17,

PAPI Rwy 35, and REIL Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 134.075 (580) 765-0049.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.25 (MCALESTER RADIO)

KANSAS CITY CENTER APP/DEP CON 127.8

**AIRSPACE:** CLASS E svc continuous.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PNC.

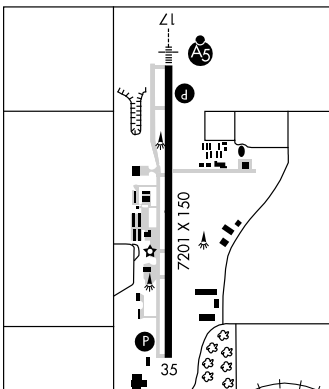
PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79'

W97°09.61' 101° 3.0 NM to fld. 1054/6E.

NDB (MHW/LOM) 515 PN N36°49.50' W97°06.03' 175° 5.6 NM to fld.

ILS/DME 111.9 I-PNC Chan 56 Rwy 17. LOM PONCA

NDB. LOC unmonitored. ILS unmonitored.



WICHITA

H-6H, L-15D

IAP

## POND CREEK

**HOMESTEAD FARMS** (O66) 4 E UTC-6(-5DT) N36°41.50' W97°43.60'

1030 NOTAM FILE MLC

RWY 17-35: 2870X21 (ASPH-TURF)

RWY 17: Fence.

RWY 35: Pole.

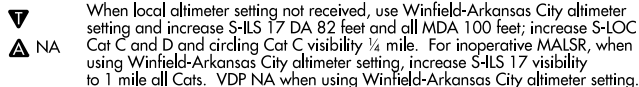
**AIRPORT REMARKS:** Unattended. Rwy 17-35 ASPH strip 1659'X21' middle of rwy. 546' on north end and 665' on south end turf. Both turf rwy ends muddy when wet. Parts of asphalt portion broken and deteriorated.


**COMMUNICATIONS:** CTAF 122.9

WICHITA

LOC/DME I-PNC <b>111.9</b> Chan <b>56</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>7201</b> <b>1004</b> <b>1008</b>
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# ILS or LOC/DME RWY 17 PONCA CITY RGNL (PNC)

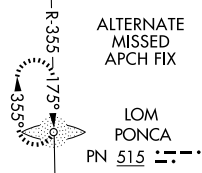
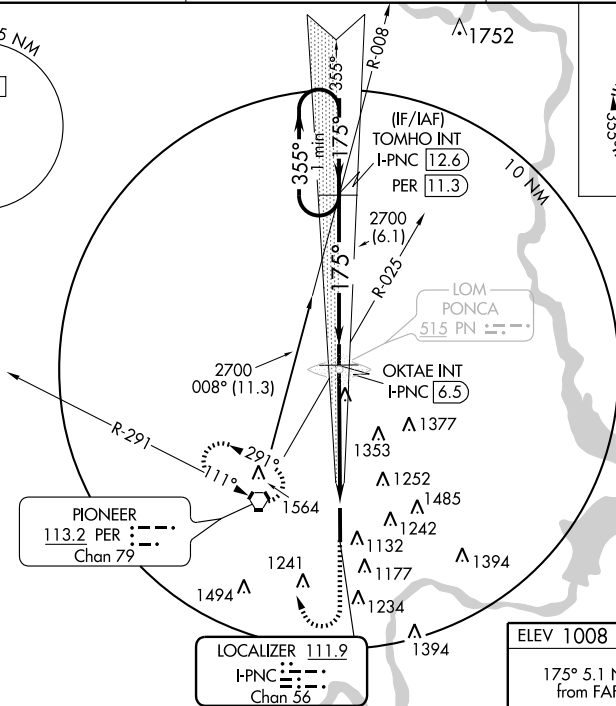
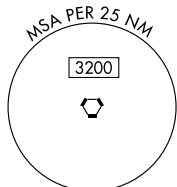
 When local altimeter setting not received, use Winfield-Arkansas City altimeter setting and increase S-ILS 17 DA 82 feet and all MDA 100 feet; increase S-LOC Cat C and D and circling Cat C visibility ¼ mile. For inoperative MALS, when using Winfield-Arkansas City altimeter setting, increase S-ILS 17 visibility to 1 mile all Cats. VDP NA when using Winfield-Arkansas City altimeter setting.

MALS   
 MISSED APPROACH: Climb to 2500 then climbing right turn to 2700 direct PER VORTAC and hold.

ASOS  
**134.075**

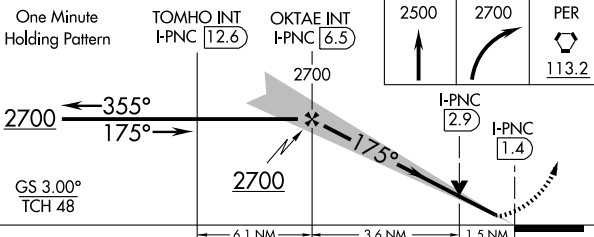
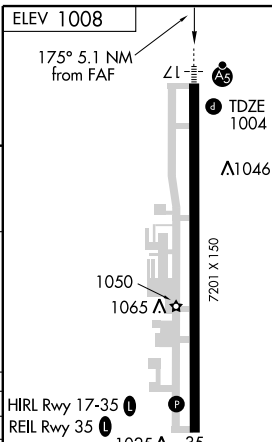
KANSAS CITY CENTER  
**127.8 319.1**

UNICOM  
**123.0 (CTAF) 1**



PIONEER  
 113.2 PER  
 Chan 79

LOCALIZER 111.9  
 I-PNC  
 Chan 56



CATEGORY	A	B	C	D
S-ILS 17		1204-½	200 (200-½)	
S-LOC 17	1520-½	516 (600-½)	1520-1 516 (600-1)	1520-1¼ 516 (600-1¼)
CIRCLING	1520-1	512 (600-1)	1560-1½ 552 (600-1½)	1560-2 552 (600-2)

HIRL Rwy 17-35  
 REIL Rwy 35

WAAS CH <b>50408</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>7201</b> <b>1004</b> <b>1008</b>
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# RNAV (GPS) RWY 17

PONCA CITY RGNL (PNC)

**▼** For inoperative MALSR, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats LNAV Cat C and Cat D and circling Cat C visibility ¼ mile. VDP NA when using Winfield-Arkansas City altimeter setting. For inoperative MALSR when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

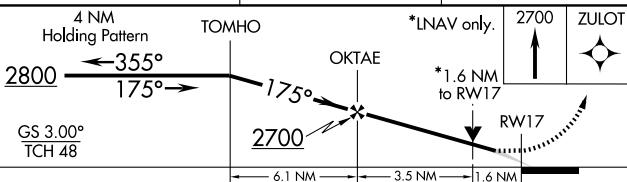
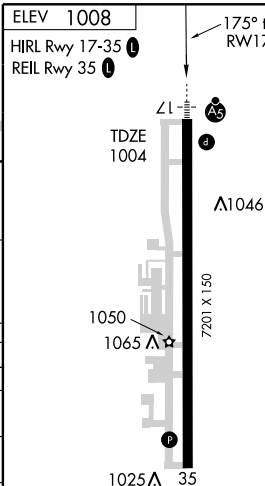
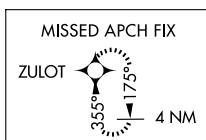
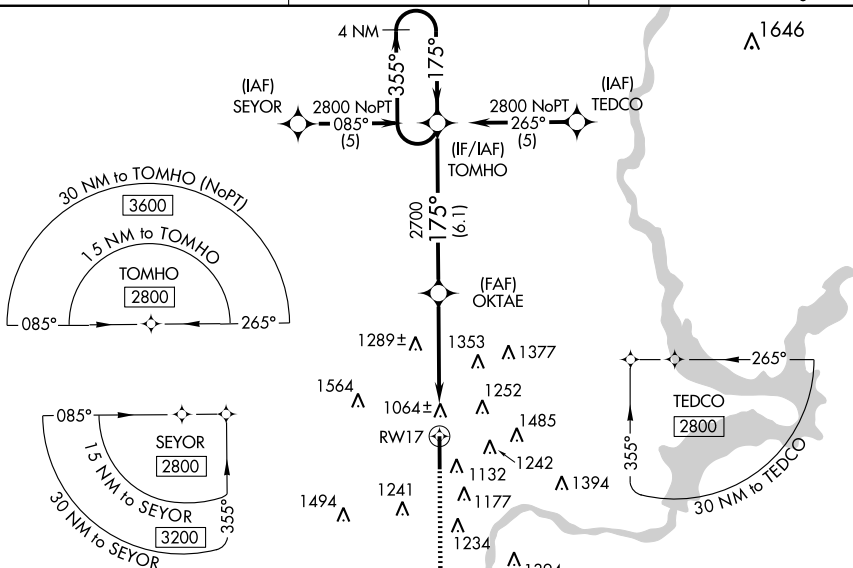


**MISSED APPROACH:**  
Climb to 2700 direct  
ZULOT and hold.

ASOS  
**134.075**

KANSAS CITY CENTER  
**127.8 319.1**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA		1279-½	275 (300-½)	
LNAV/VNAV DA		1330-¾	326 (400-¾)	
LNAV MDA	1540-½	536 (600-½)	1540-1 536 (600-1)	1540-1¼ 536 (600-1¼)
CIRCLING	1540-1	532 (600-1)	1560-1½ 552 (600-1½)	1560-2 552 (600-2)

WAAS CH <b>93808</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg <b>7201</b> TDZE <b>1008</b> Apt Elev <b>1008</b>
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## RNAV (GPS) RWY 35

PONCA CITY RGNL (PNC)

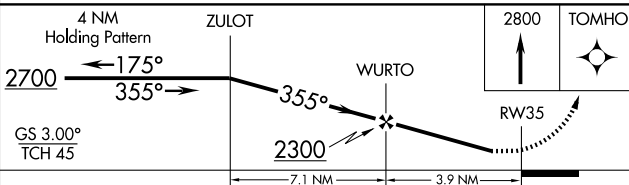
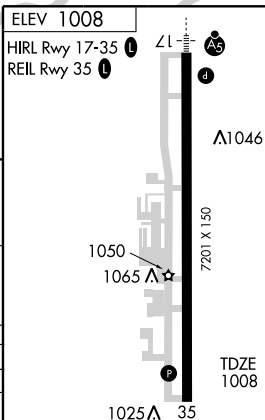
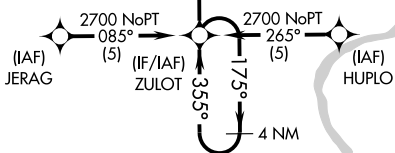
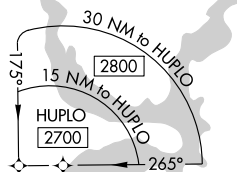
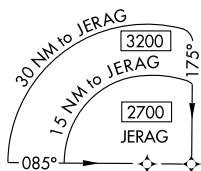
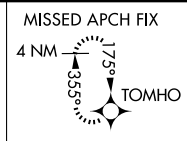
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use  
▲ Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase Cat C circling visibility ¼ mile, increase LNAV Cat C, D visibility ¼ mile, LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.

**MISSED APPROACH:**  
Climb to 2800 direct  
TOMHO and hold.

ASOS  
**134,075**

KANSAS CITY CENTER  
127.8 319.1

UNICOM  
123.0 (CTAF) **L**



CATEGORY		A		B		C		D	
LPV	DA	1295-1		287 (300-1)					
LNAV/ VNAV	DA	1478-1¾		470 (500-1¾)					
LNAV	MDA	1540-1	532 (600-1)	1540-1½ 532 (600-1½)		1540-1¾ 532 (600-1¾)			
CIRCLING		1540-1	532 (600-1)	1560-1½ 552 (600-1½)		1560-2 552 (600-2)			

## PONCA CITY, OKLAHOMA

Amdt 1 08325

36° 44' N-97° 06' W

PONCA CITY RGNL (PNC)

RNAV (GPS) RWY 35

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

VORTAC PER <b>113.2</b> Chan <b>79</b>	APP CRS <b>111°</b>	Rwy Idg TDZE Apt Elev <b>1007</b>	<b>N/A</b> <b>N/A</b> <b>1007</b>
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**VOR-A**  
PONCA CITY RGNL (PNC)

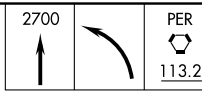
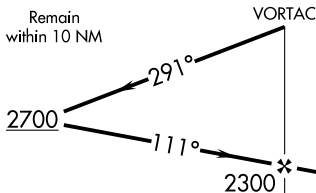
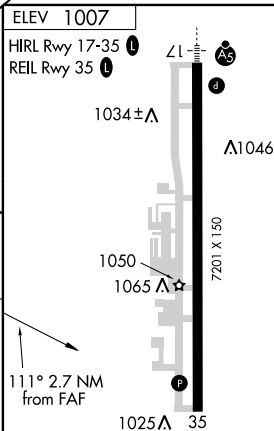
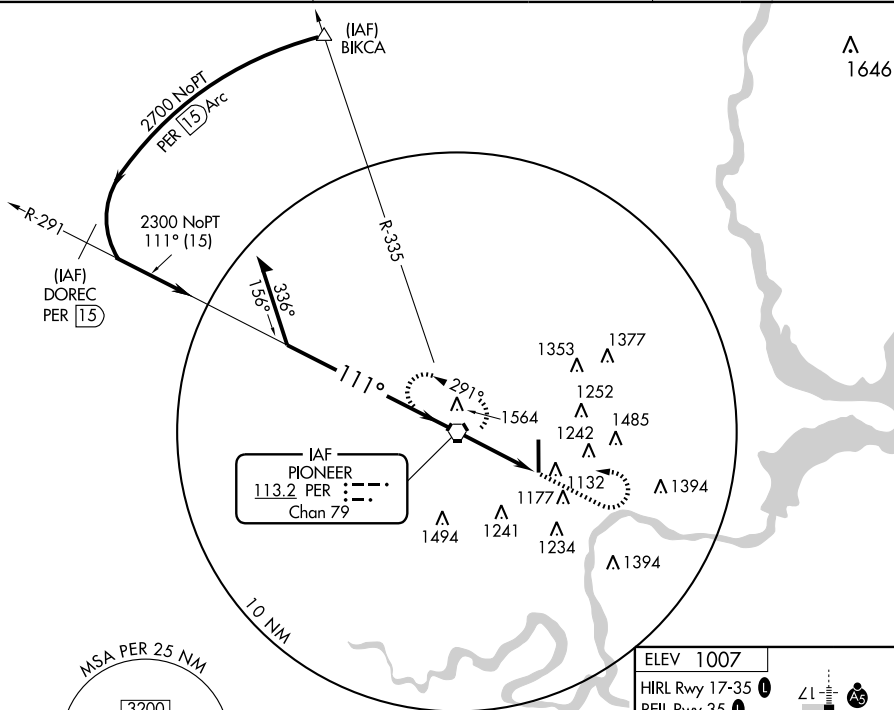


MISSED APPROACH: Climb to 2700 then left turn direct  
PER VORTAC and hold.

ASOS  
**134.075**

KANSAS CITY CENTER  
**127.8 319.1**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
CIRCLING	1460-1 453 (500-1)	1480-1 473 (500-1)	1560-1½ 553 (600-1½)	1560-2 553 (600-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

**POND CREEK MUNI** (2K1) 0 SW UTC-6(-5DT) N36°39.75' W97°48.52'

WICHITA

1061 NOTAM FILE MLC

RWY 17-35: 2320X430 (TURF)

RWY 17: Pole.

RWY 15-33: H1220X30 (ASPH)

RWY 15: Trees.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 full width of rwy not maintained, use middle of rwy surface. Rwy 15-33 surface severe cracking and deterioration. Loose rock on rwy. Thld lghts NSTD all green lenses.

**COMMUNICATIONS:** CTAF 122.9

**PORT OF CATOOSA HELIPORT** (See CATOOSA)

**POST** N34°36.53' W98°24.23' NOTAM FILE MLC

DALLAS-FT WORTH

NDB (MHW) 425 PFL 354° 2.5 NM to Henry Post AAF (Fort Sill).

L-17C

## POTEAU

**ROBERT S. KERR** (RKR) 2 S UTC-6(-5DT) N35°01.30' W94°37.28'

MEMPHIS

451 B S4 FUEL 100LL, JET A NOTAM FILE RKR

L-17D

RWY 18-36: H4006X75 (ASPH) S-27 MIRL

IAP

RWY 18: PAPI(P2L)-GA 2.75° TCH 38'. Trees.

RWY 36: Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z±. Fuel avbl 24 hrs with credit card. Ultralight activity on and in/ov arpt. Arpt bcn OTS indef.

ACTIVATE MIRL Rwy 18-36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.625 (918) 647-4063.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RICH MOUNTAIN RCO 122.6 (MC ALESTER RADIO)

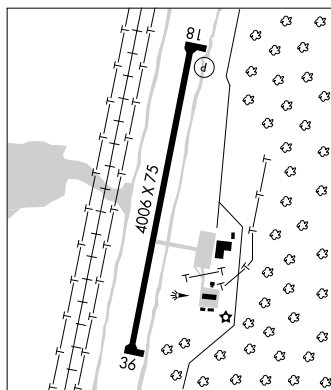
Ⓡ RAZORBACK APP/DEP CON 120.9 (1130-0500Z±)

MEMPHIS CENTER APP/DEP CON 126.1 (0500-1130Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

RICH MOUNTAIN (L) VORTACW 113.5 PGO Chan 82 N34°40.83'

W94°36.54' 354° 20.4 NM to fld. 2700/4E.



**PRAGUE MUNI** (047) 2 W UTC-6(-5DT) N35°28.94' W96°43.12'

DALLAS-FT. WORTH

1042 B NOTAM FILE MLC

L-15E

RWY 17-35: H2757X60 (ASPH) S-4 MIRL 0.9% up N

IAP

RWY 17: PAPI(P2L). Road. RWY 35: PAPI(P2L)

**AIRPORT REMARKS:** Unattended. PAEW 200' south of AER 35. MIRL Rwy 17-35 preset low ints, to incr ints ACTIVATE—CTAF. Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9 CTAF OTS indef.

Ⓡ FORT WORTH APP/DEP CON 132.2

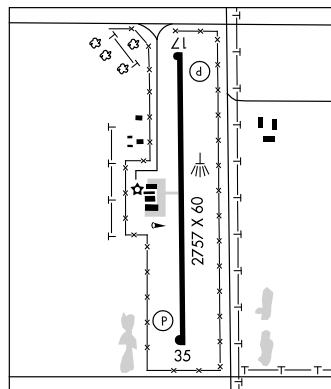
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 073° 44.3 NM to fld. 1230/7E. HIWAS.

NDB (MHW) 314 GGU N35°31.00' W96°43.12' 174° 2.1

NM to fld. NOTAM FILE MLC.



**PRESO** N35°45.32' W95°56.92' NOTAM FILE OKM.

DALLAS-FT WORTH

NDB (LOM) 388 OK 176° 5.2 NM to Okmulgee Rgnl.

APP CRS	Rwy Idg	<b>4006</b>
<b>187°</b>	TDZE	<b>451</b>
	Apt Elev	<b>451</b>

**RNAV (GPS) RWY 18**  
**POTEAU/ROBERT S. KERR (RKR)**

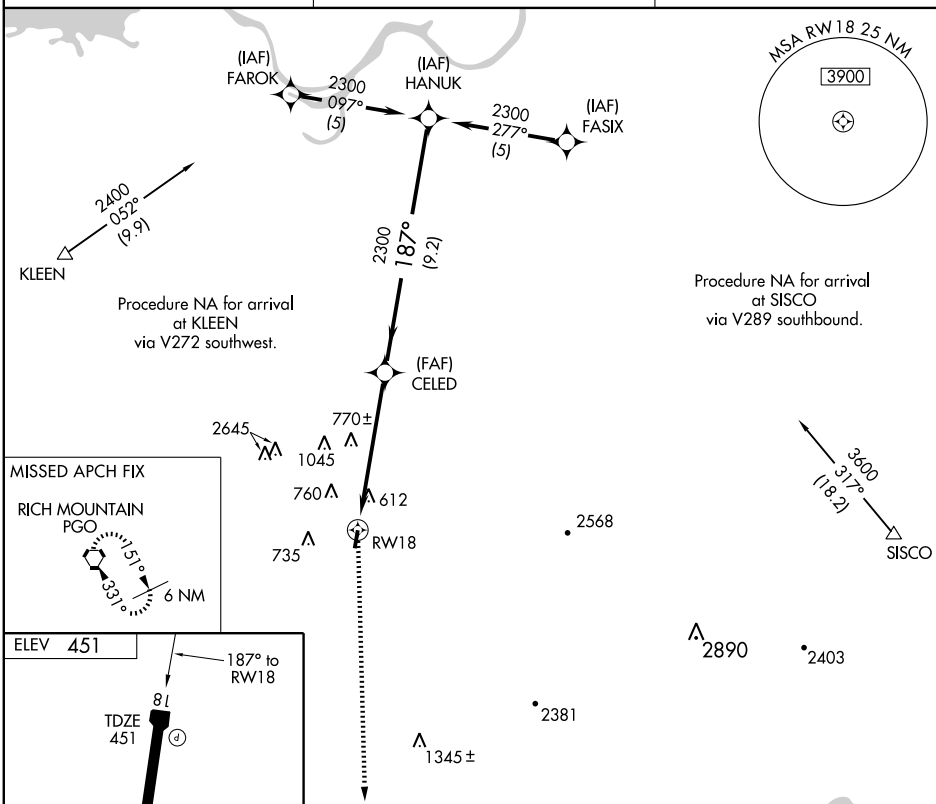
**T** If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 4200  
direct PGO VORTAC and hold.

AWOS-3  
120.625

RAZORBACK APP CON ★  
120.9 343.75

UNICOM  
**122.8 (CTAF)** **L**



ELEV	451
------	-----

TDZ

45

75

106

4

1

1

1

36

...

30

DATE

MIRL Rwy 18-36 L  
POTEAU, OKLAHOMA  
Orig 09351

POTEAU/ROBERT S. KERR (RKR)  
RNAV (GPS) RWY 18

35° 01' N-94° 37' W

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010



APP CRS **007°**  
Rwy ldg **4006**  
TDZE **451**  
Apt Elev **451**

**RNAV (GPS) RWY 36**  
POTEAU/ROBERT S. KERR (R.K.R.)

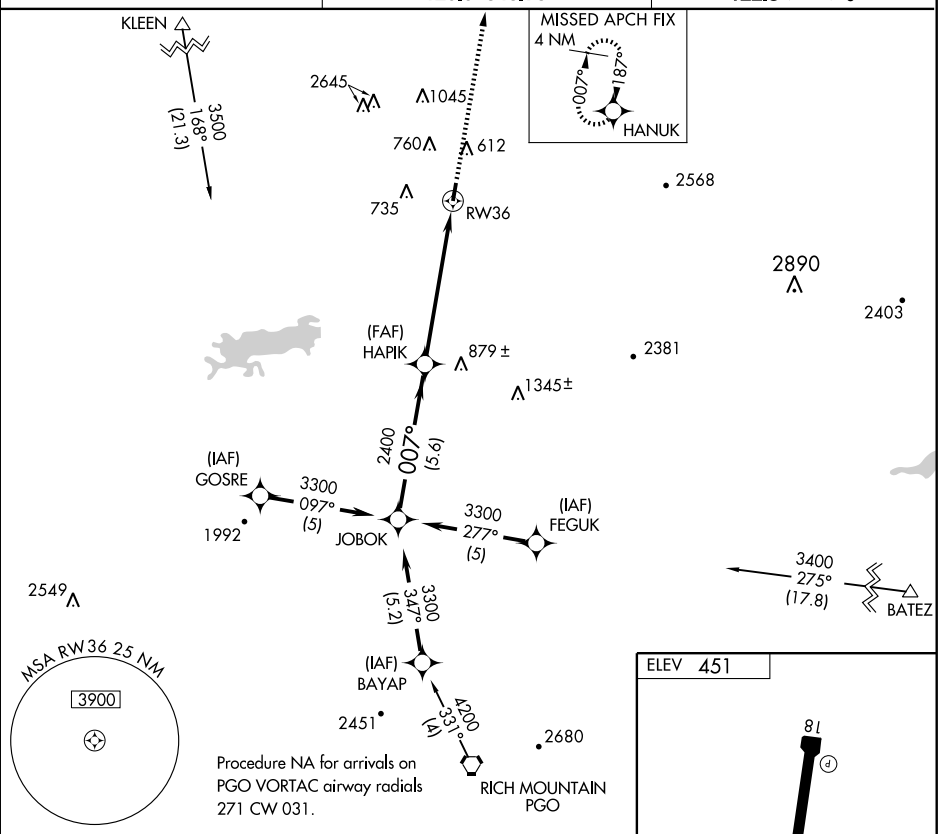
**NA** If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct HANUK WP and hold.

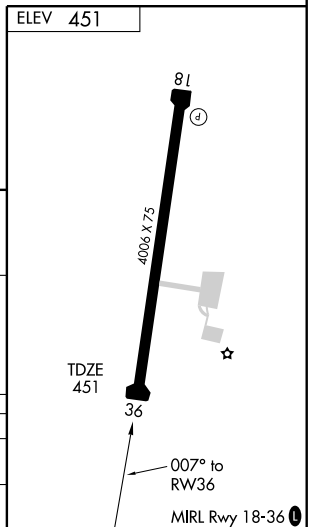
AWOS-3  
**120.625**

RAZORBACK APP CON \*  
**120.9 343.75**

UNICOM  
**122.8 (CTAF) 0**



	JOBOK		HAPIK		2400	HANUK
	3300		2400			
	Procedure Turn NA		007°		1.3 NM to RW36	
			2400		3.05° TCH 40	
	5.6 NM		4.6 NM		1.3	
CATEGORY	A	B	C	D		
LNAV MDA	920-1	469 (500-1)	920-1¼ 469 (500-1¼)	NA		
CIRCLING	920-1	469 (500-1)	1040-1½ 589 (600-1½)	NA		



VORTAC PGO  
**113.5**  
Chan **82**

APP CRS  
354°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
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25	100	100
26	100	100
27	100	100
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92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A  
N/A  
451

VOR/DME-A

POTEAU/ROBERT S. KERR (RKR)

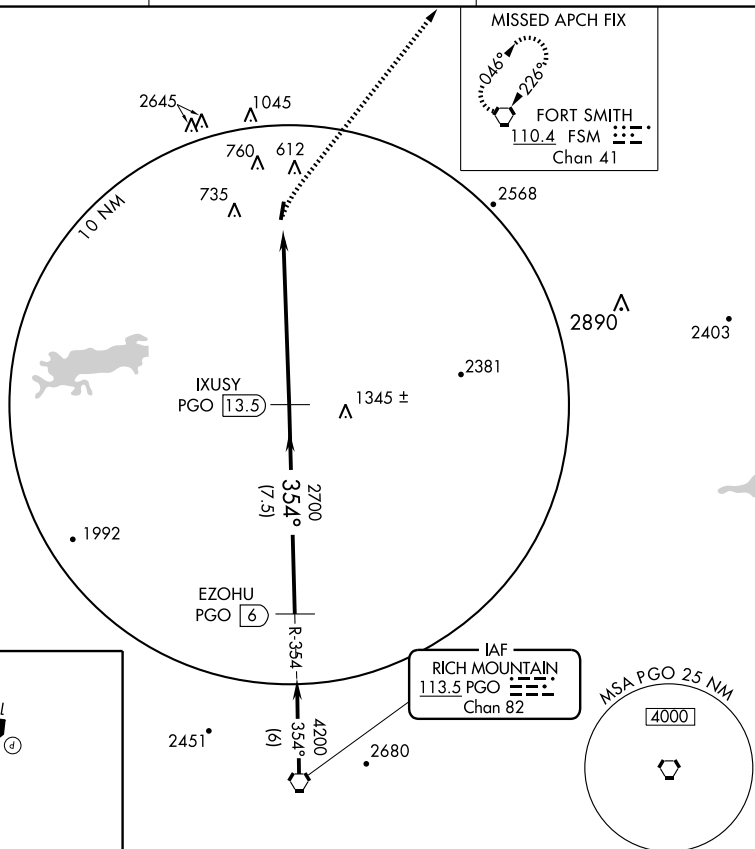


**MISSED APPROACH:** Climbing right turn to 4000 direct  
FSM VORTAC and hold.

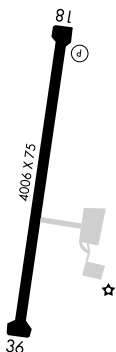
AWOS-3  
**120.625**

RAZORBACK APP CON ★  
120.9 343.75

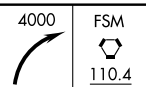
UNICOM  
122.8 (CTAF) **L**



ELEV	451
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MIRL Rwy 18-36 **L**

Orig 09351



PGO

54° 6.6 NM  
from FAF

CATEGORY

1020-1

1020-19

1100-1<sup>3</sup>/<sub>4</sub>

N/A

CIRCLING

569 (600-1

569 (600-1

649 (700-1<sup>3</sup>/<sub>4</sub>)

INA

POTEAU/ROBERT S. KERR (RKR)

VOR/DME-A

35°01'N-94°37'W

SC-1. 21 OCT 2010 to 18 NOV 2010

**POND CREEK MUNI** (2K1) 0 SW UTC-6(-5DT) N36°39.75' W97°48.52'

WICHITA

1061 NOTAM FILE MLC

RWY 17-35: 2320X430 (TURF)

RWY 17: Pole.

RWY 15-33: H1220X30 (ASPH)

RWY 15: Trees.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 full width of rwy not maintained, use middle of rwy surface. Rwy 15-33 surface severe cracking and deterioration. Loose rock on rwy. Thld lghts NSTD all green lenses.

**COMMUNICATIONS:** CTAF 122.9

**PORT OF CATOOSA HELIPORT** (See CATOOSA)

**POST** N34°36.53' W98°24.23' NOTAM FILE MLC

DALLAS-FT WORTH

NDB (MHW) 425 PFL 354° 2.5 NM to Henry Post AAF (Fort Sill).

L-17C

## POTEAU

**ROBERT S. KERR** (RKR) 2 S UTC-6(-5DT) N35°01.30' W94°37.28'

MEMPHIS

451 B S4 FUEL 100LL, JET A NOTAM FILE RKR

L-17D

RWY 18-36: H4006X75 (ASPH) S-27 MIRL

IAP

RWY 18: PAPI(P2L)-GA 2.75° TCH 38'. Trees.

RWY 36: Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z±. Fuel avbl 24 hrs with credit card. Ultralight activity on and in/ov arpt. Arpt bcn OTS indef.

ACTIVATE MIRL Rwy 18-36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.625 (918) 647-4063.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RICH MOUNTAIN RCO 122.6 (MC ALESTER RADIO)

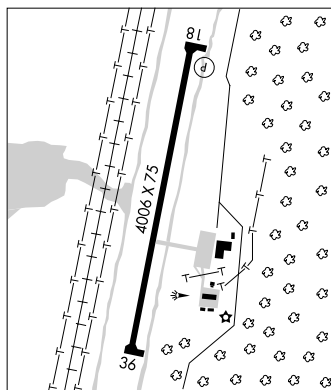
Ⓡ RAZORBACK APP/DEP CON 120.9 (1130-0500Z±)

MEMPHIS CENTER APP/DEP CON 126.1 (0500-1130Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

RICH MOUNTAIN (L) VORTACW 113.5 PGO Chan 82 N34°40.83'

W94°36.54' 354° 20.4 NM to fld. 2700/4E.



**PRAGUE MUNI** (047) 2 W UTC-6(-5DT) N35°28.94' W96°43.12'

DALLAS-FT. WORTH

1042 B NOTAM FILE MLC

L-15E

RWY 17-35: H2757X60 (ASPH) S-4 MIRL 0.9% up N

IAP

RWY 17: PAPI(P2L). Road. RWY 35: PAPI(P2L)

**AIRPORT REMARKS:** Unattended. PAEW 200' south of AER 35. MIRL Rwy 17-35 preset low ints, to incr ints ACTIVATE—CTAF. Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9 CTAF OTS indef.

Ⓡ FORT WORTH APP/DEP CON 132.2

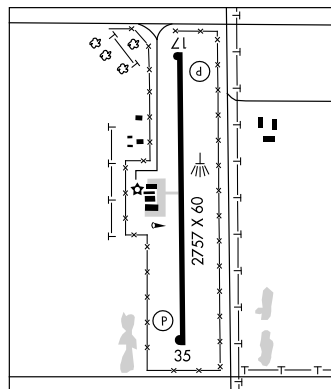
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

WILL ROGERS (H) VORTACW 114.1 IRW Chan 88 N35°21.52'

W97°36.55' 073° 44.3 NM to fld. 1230/7E. HIWAS.

NDB (MHW) 314 GGU N35°31.00' W96°43.12' 174° 2.1

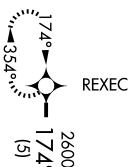
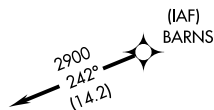
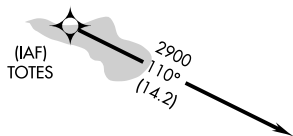
NM to fld. NOTAM FILE MLC.



**PRESO** N35°45.32' W95°56.92' NOTAM FILE OKM.

DALLAS-FT WORTH

NDB (LOM) 388 OK 176° 5.2 NM to Okmulgee Rgnl.

APP CRS  
**174°**Rwy Idg **2757**  
TDZE **1042**  
Apt Elev **1042****GPS RWY 17**  
PRAGUE MUNI (O47)**▲ NA** Use Oklahoma City/Will Rogers World  
altimeter setting.MISSED APPROACH: Climb to 2000 then climbing left turn to  
2900 direct REXEC and hold.FORT WORTH CENTER  
**132.2 338.35**CTAF  
**122.9 0**

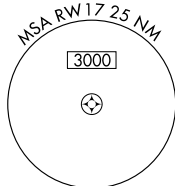
(FAF) OYEHE

1500

RW17

1293

1375



REXEC

OYEHE

2900

174°

2600

RW17

Procedure  
Turn  
NA

5 NM 5 NM

2000

2900

REXEC



ELEV 1042

TDZE  
1042174° to  
RW17

40

2757

0.9% UP

35

MIRL Rwy 17-35 0

CATEGORY	A	B	C	D
S-17	1660-1	618 (700-1)	1660-1¾ 618 (700-1¾)	NA
CIRCLING	1660-1	618 (700-1)	1660-1¾ 618 (700-1¾)	NA

NDB GGU <b>314</b>	APP CRS <b>174°</b>	Rwy Idg TDZE Apt Elev <b>2757</b> <b>1042</b>
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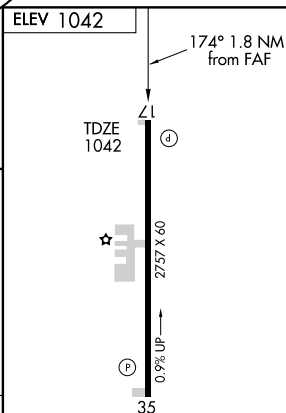
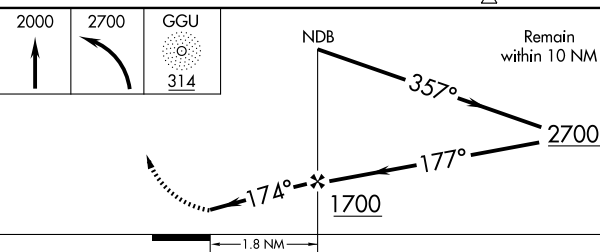
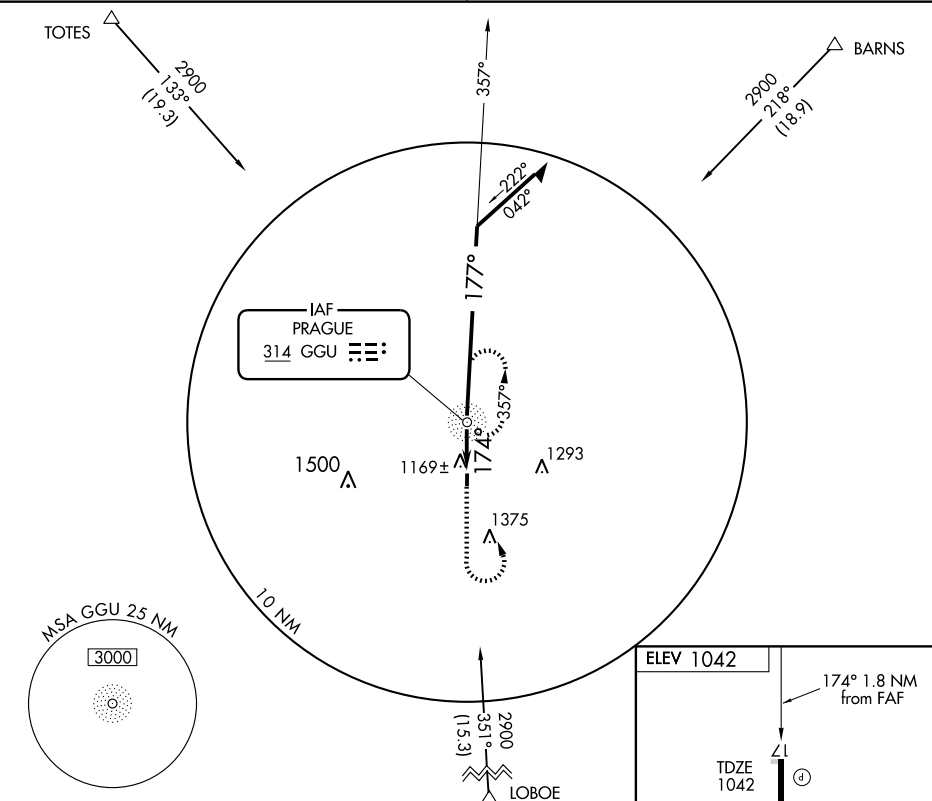
**NDB RWY 17**  
PRAGUE MUNI (O47)

▲ NA Use Oklahoma City/Will Rogers World altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct GGU NDB and hold.

FORT WORTH CENTER  
**132.2 338.35**

CTAF  
**122.9 0**



CATEGORY	A	B	C	D
S-17	1620-1	578 (600-1)	1620-1½ 578 (600-1½)	NA
CIRCLING	1620-1	578 (600-1)	1620-1½ 578 (600-1½)	NA

MIRL Rwy 17-35 0					
FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

## PRYOR

**MID-AMERICA INDUSTRIAL** (H71) 4 S UTC-6(-5DT) N36°13.52' W95°19.80'

622 B FUEL 100LL, JET A NOTAM FILE MLC

**RWY 18-36:** H5000X75 (ASPH) S-30 MIRL 0.4% up N

**RWY 18:** PAPI(P4L)—GA 3.0° TCH 32'.

**RWY 36:** PAPI(P4L)—GA 3.5° TCH 40'. Trees.

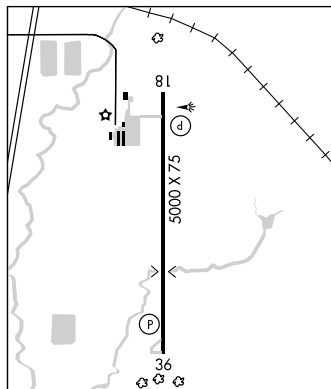
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Glider ops on and invof arpt on weekends. Fuel avbl 24 hrs with credit card. PAPI Rwy 36 OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ TULSA APP/DEP CON 119.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

**TULSA (H) VORTACW** 114.4 TUL Chan 91 N36°11.78'  
W95°47.29' 077° 22.3 NM to fld. 770/8E.



KANSAS CITY  
H-61, L-15E  
IAP

**PURCELL MUNI-STEVEN E. SHEPARD FLD** (303) 2 SW UTC-6(-5DT)

N34°59.00' W97°22.96'

1143 B NOTAM FILE MLC

**RWY 17-35:** H3003X60 (ASPH) S-9.5 MIRL

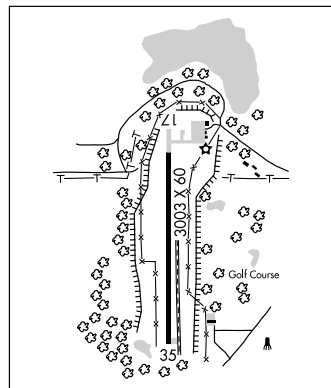
**RWY 35:** Trees.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 17-35 preset low ints, to incr ints ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

**WILL ROGERS (H) VORTACW** 114.1 IRW Chan 88 N35°21.52'  
W97°36.55' 147° 25.1 NM to fld. 1230/7E. HIWAS.



DALLAS-FT. WORTH  
L-17C

**RICHARD LLOYD JONES JR** (See TULSA)

**RICH MOUNTAIN** N34°40.83' W94°36.54' NOTAM FILE MLC

(L) **VORTACW** 113.5 PGO Chan 82 354° 20.4 NM to Robert S. Kerr. 2700/4E.

RCO 122.6 (MC ALESTER RADIO)

MEMPHIS  
H-61, L-17D

**ROBERTS S. KERR** (See POTEAU)

TUL VORTAC  
**114.4**  
Chan 91

APP CRS  
077°

Rwy Idg	<b>N/A</b>
TDZE	<b>N/A</b>
Apt Elev	<b>622</b>

N/A  
N/A  
622

VOR/DME or GPS-A  
PRYOR/MID-AMERICA INDUSTRIAL (H71)

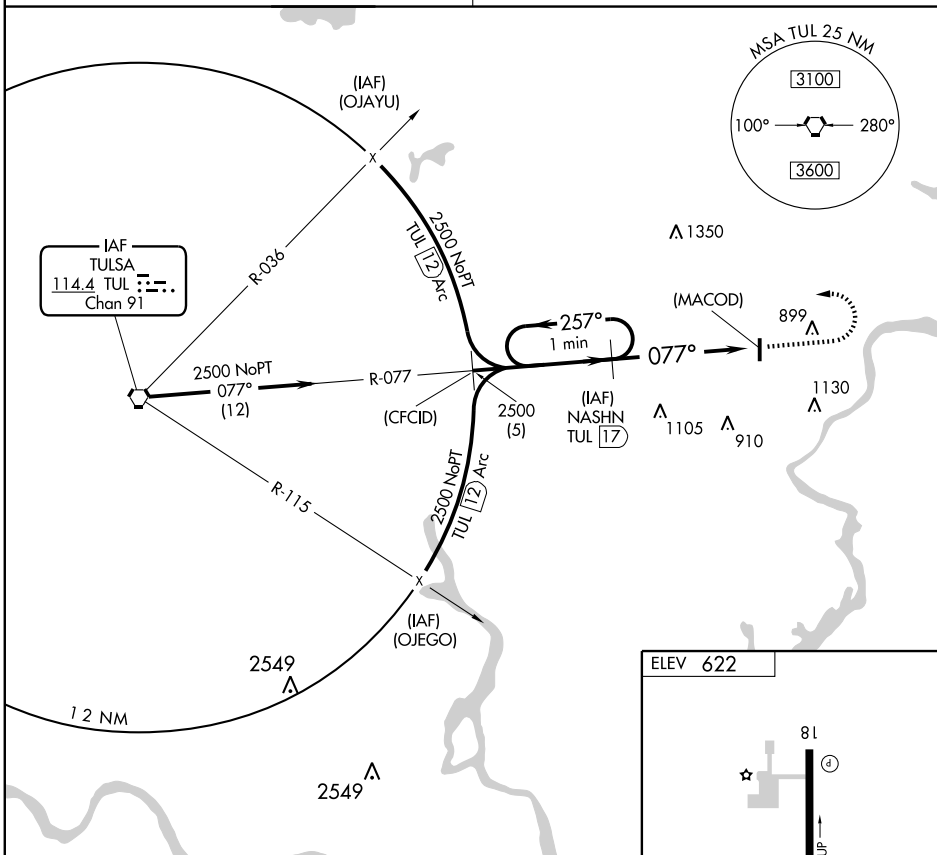


Use Tulsa Intl altimeter setting.

**MISSED APPROACH:** Climb to 1800 then climbing left turn to 2500 via TUL R-077 to NASHN/17 DME and hold.

TULSA APP CON  
**119.1 351.8**

UNICOM  
**122.8** (CTAF)



## One Minute Holding Pattern

NASHN  
TUL 17

25

NASHN  
TUL 17

$$\frac{2500}{0.778} \leftarrow 257^\circ$$

10

MIRL Rwy 18-36

CATEGORY	A	B	C	D						
CIRCLING	1400-1 778 (800-1)	1400-1¼ 778 (800-1¼)	1400-2¼ 778 (800-2¼)	NA	Knots	60	90	120	150	180
					Min:Sec					

**SALLISAW MUNI** (JSV) 1 SW UTC-6(-5DT) N35°26.30' W94°48.18'

527 B S4 FUEL 100LL NOTAM FILE JSV

RWY 17-35: H4006X75 (ASPH) MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 46'. Tree.

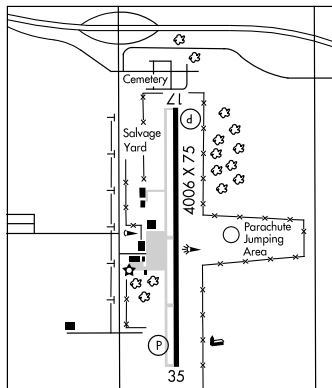
RWY 35: PAPI(P2L)—GA 2.5° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Arpt unattended federal holidays. Fuel avbl 24 hrs with major credit card. For additional svcs call 918-571-8772. Authorized access to terminal avbl after hrs call 918-571-8772. +200' tower/antenna 2.2 miles north on extended centerline. Cracking and spalling on twys and apron parking.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (918) 775-4136.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **RAZORBACK APP/DEP CON** 120.9 (1130-0500Z†).**MEMPHIS CENTER APP/DEP CON** 126.1 (0500-1130Z†).**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSM.

**FORT SMITH (L) VORTACW** 110.4 FSM Chan 41 N35°23.31'  
W94°16.29' 270° 26.2 NM to fld. 430/7E. **HIWAS.**

**NDB (MHW)** 520 IQS N35°23.92' W94°47.65' 345° 2.4 NM  
to fld. NOTAM FILE JSV.

**MEMPHIS****L-16F****IAP****SAM RIGGS AIRPARK** (See CLAREMORE)**SAND SPRINGS****WILLIAM R. POGUE MUNI** (OWP) 3 NW UTC-6(-5DT) N36°10.52' W96°09.11'

892 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE MLC

RWY 17-35: H5799X100 (ASPH-PFC) T-30, D-58 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 31'.

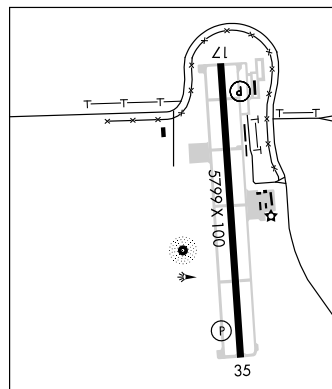
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 31'.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-0100Z†, Sun 1500-0000Z†. Deer invof arpt. Calm wind Rwy 17. Rwy 17 rgt tfc for helicopters. Helicopter training west twy and west ramp. TPA fixed wing light acft 1901 (1009), turboprop and jet acft 2401(1509) and helicopters 1401(509).

**WEATHER DATA SOURCES:** AWOS-3 118.325 (918) 246-2635.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **TULSA APP/DEP CON** 124.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE RVS.

**GLENNPOOL (T) VORW/DME** 110.6 GNP Chan 43 N35°55.25'  
W95°58.12' 324° 17.7 NM to fld. 810/6E.

**WILLIAM POGUE NDB (MHW)** 362 OWP N36°10.38'  
W96°09.25' at fld. NOTAM FILE MLC. Unmonitored.

**KANSAS CITY****H-6H, L-15E****IAP**



NDB IQS  
520

APP CRS  
343°

Rwy Idg	TDZE	Apt Elev
18L	10	10
18R	10	10
9	10	10
10	10	10
11	10	10
12	10	10
13	10	10
14	10	10
15	10	10
16	10	10
17	10	10
18	10	10
19	10	10
20	10	10
21	10	10
22	10	10
23	10	10
24	10	10
25	10	10
26	10	10
27	10	10
28	10	10
29	10	10
30	10	10
31	10	10
32	10	10
33	10	10
34	10	10
35	10	10
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37	10	10
38	10	10
39	10	10
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93	10	10
94	10	10
95	10	10
96	10	10
97	10	10
98	10	10
99	10	10
100	10	10

N/A  
N/A  
527

# NDB-A

SALLISAW MUNI (JSV)



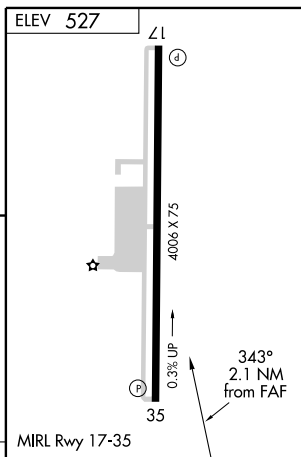
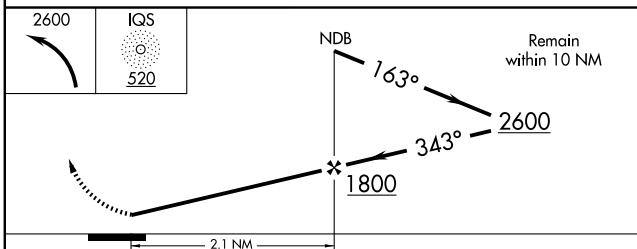
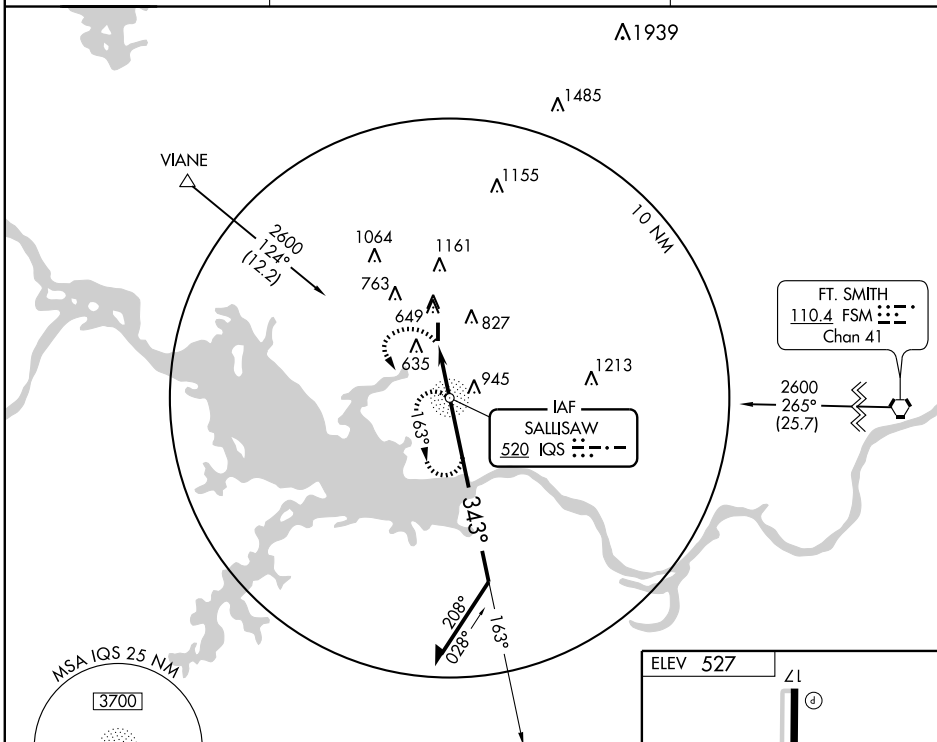
**ANA**

**MISSED APPROACH:** Climbing left turn to 2600 direct IQS NDB and hold.

AWOS-3  
**118.475**

RAZORBACK APP CON★  
120.9 343.75

UNICOM  
**122.7** (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 2.1 NM					
CIRCLING	1140-1	613 (700-1)	1140-1 $\frac{3}{4}$ 613 (700-1 $\frac{3}{4}$ )	NA	Knots	60	90	120	150	180
					Min:Sec	2:06	1:24	1:03	0:50	0:42

APP CRS  
354°

Rwy Idg	<b>4006</b>
TDZE	<b>527</b>
Apt Elev	<b>527</b>

RNAV (GPS) RWY 35  
SALLISAW MUNI (JSV)

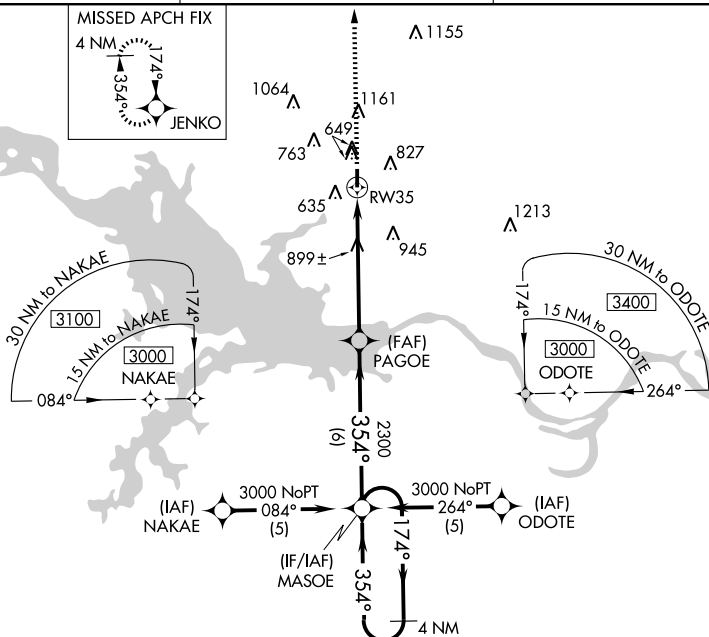
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3100  
direct JENKO WP and hold.

AWOS-3  
118.475

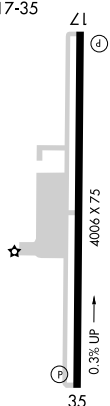
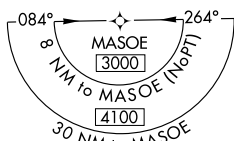
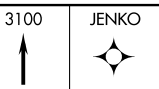
RAZORBACK APP CON ★  
120.9 343.75

UNICOM  
122.7 (CTAF)

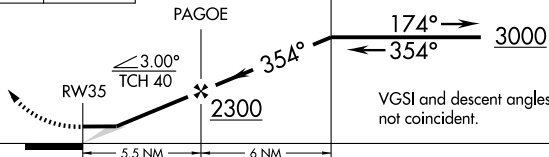


ELEV 527

MIRL Rwy 17-35

TDZE  
527
$$2645 \text{ } \Lambda \text{ } 2645$$


MASOE Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1160-1 633 (700-1)		1160-1 <sup>3</sup> / <sub>4</sub> 633 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	1160-1 633 (700-1)		1160-1 <sup>3</sup> / <sub>4</sub> 633 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

**SALLISAW MUNI** (JSV) 1 SW UTC-6(-5DT) N35°26.30' W94°48.18'

527 B S4 FUEL 100LL NOTAM FILE JSV

RWY 17-35: H4006X75 (ASPH) MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 46'. Tree.

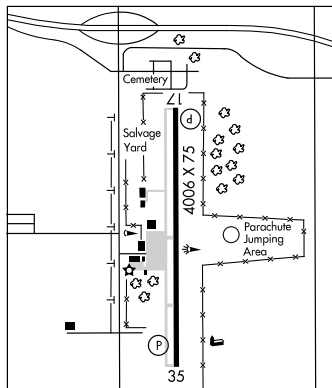
RWY 35: PAPI(P2L)—GA 2.5° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z†. Arpt unattended federal holidays. Fuel avbl 24 hrs with major credit card. For additional svcs call 918-571-8772. Authorized access to terminal avbl after hrs call 918-571-8772. +200' tower/antenna 2.2 miles north on extended centerline. Cracking and spalling on twys and apron parking.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (918) 775-4136.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **RAZORBACK APP/DEP CON** 120.9 (1130-0500Z†).**MEMPHIS CENTER APP/DEP CON** 126.1 (0500-1130Z†).**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSM.

**FORT SMITH (L) VORTACW** 110.4 FSM Chan 41 N35°23.31'  
W94°16.29' 270° 26.2 NM to fld. 430/7E. **HIWAS.**

**NDB (MHW)** 520 IQS N35°23.92' W94°47.65' 345° 2.4 NM  
to fld. NOTAM FILE JSV.

**MEMPHIS****L-16F****IAP****SAM RIGGS AIRPARK** (See CLAREMORE)**SAND SPRINGS****WILLIAM R. POGUE MUNI** (OWP) 3 NW UTC-6(-5DT) N36°10.52' W96°09.11'

892 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE MLC

RWY 17-35: H5799X100 (ASPH-PFC) T-30, D-58 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 31'.

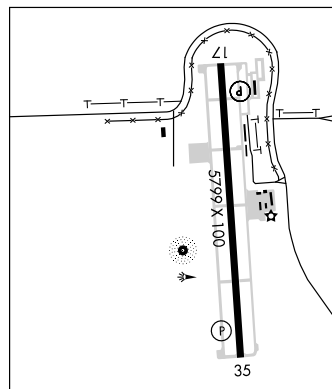
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 31'.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-0100Z†, Sun 1500-0000Z†. Deer invof arpt. Calm wind Rwy 17. Rwy 17 rgt tfc for helicopters. Helicopter training west twy and west ramp. TPA fixed wing light acft 1901 (1009), turboprop and jet acft 2401(1509) and helicopters 1401(509).

**WEATHER DATA SOURCES:** AWOS-3 118.325 (918) 246-2635.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **TULSA APP/DEP CON** 124.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE RVS.

**GLENNPOOL (T) VORW/DME** 110.6 GNP Chan 43 N35°55.25'  
W95°58.12' 324° 17.7 NM to fld. 810/6E.

**WILLIAM POGUE NDB (MHW)** 362 OWP N36°10.38'  
W96°09.25' at fld. NOTAM FILE MLC. Unmonitored.

**KANSAS CITY****H-6H, L-15E****IAP**

NDB OWP <b>362</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev	<b>5799</b> <b>891</b> <b>891</b>
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**NDB RWY 35**

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

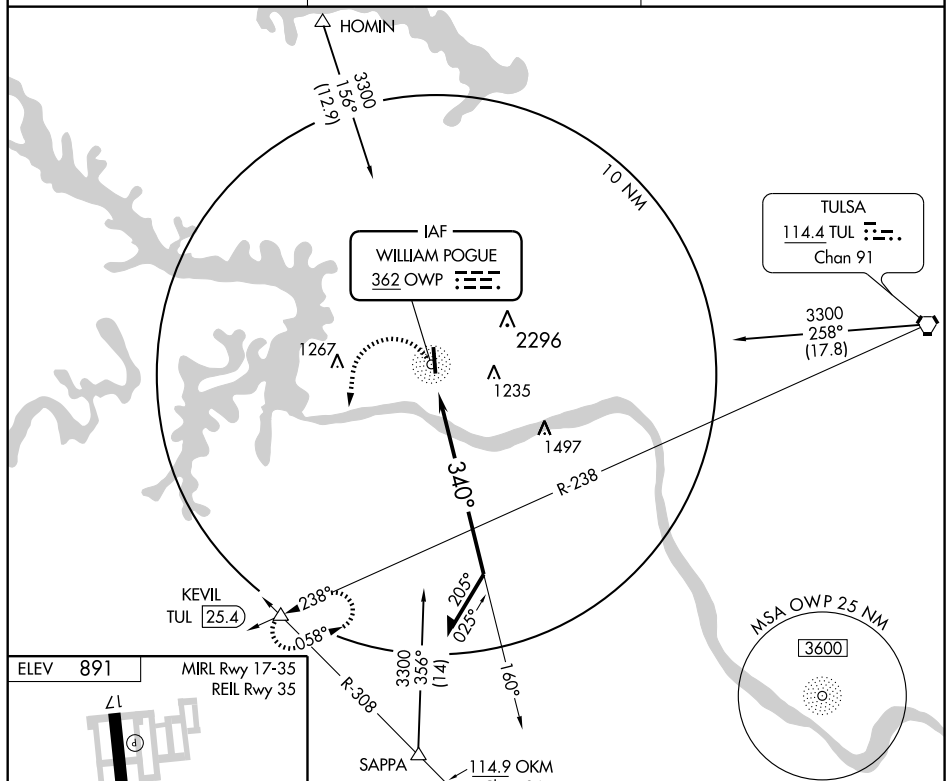
**NA** When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2600 via heading 190° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

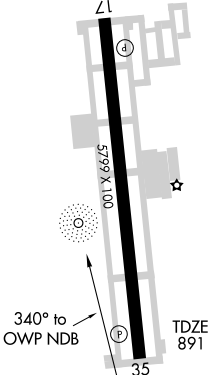
AWOS-3  
**118.325**

TULSA APP CON  
**124.0 338.3**

UNICOM  
**122.7** (CTAF)

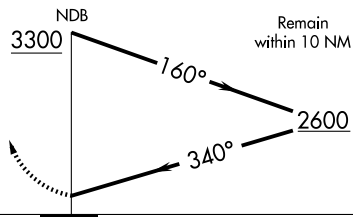


ELEV **891** MIRA Rwy 17-35  
REIL Rwy 35



2600  
HDG 190°  
TUL R-238

KEVIL  
△



CATEGORY	A	B	C	D
S-35	1520-1	629 (700-1)	1520-1 <sup>3</sup> / <sub>4</sub> 629 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	1520-1	629 (700-1)	1520-1 <sup>3</sup> / <sub>4</sub> 629 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

APP CRS  
**169°**Rwy ldg **5799**  
TDZE **889**  
Apt Elev **892****RNAV (GPS) RWY 17**

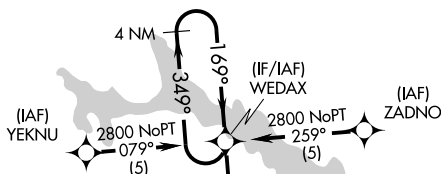
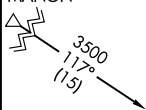
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.  
**▲** NA Increase Cat C circling visibility ¼ mile. VDP NA when using Tulsa altimeter setting.

**MISSED APPROACH:** Climb to 2800 direct ACERT and hold.

AWOS-3  
**118.325**TULSA APP CON  
**124.0 338.3**UNICOM  
**122.7 (CTAF)**

MANON



(FAF) BLANY

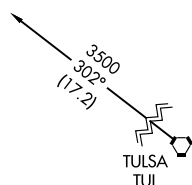
Δ 1149 ±

RWY17

Δ 2296

Δ 1235

Δ 1497



Procedure NA for arrivals at TUL VORTAC on airway radials 253 CW 358.

ELEV 892

169° to RWY17

TDZE 889

Z1

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MIRL Rwy 17-35  
REIL Rwy 35

MISSED APCH FIX

ACERT

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4 NM  
Holding Pattern

VGSI and descent angles not coincident.

WEDAX

2800

← 349°

169° →

169°

2400

3.04°

TCH 45

6.5 NM

3.1 NM

1.5 NM

RWY17

2800

↑

ACERT

④

③

②

①

⑤

⑥

⑦

CATEGORY	A	B	C	D
LNAV MDA	1400-1	511 (600-1)	1400-1½ 511 (600-1½)	NA
CIRCLING	1440-1	548 (600-1)	1440-1½ 548 (600-1½)	NA

SAND SPRINGS, OKLAHOMA

Orig 09071

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

36°11'N-96°09'W

**RNAV (GPS) RWY 17**

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>57912</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>5799</b> <b>892</b> <b>892</b>
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**RNAV (GPS) RWY 35**

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

**▼** Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA/MDA 60 feet and increase LPV, LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 2800 direct WEDAX and hold.

AWOS-3  
**118.325**

TULSA APP CON  
**124.0 338.3**

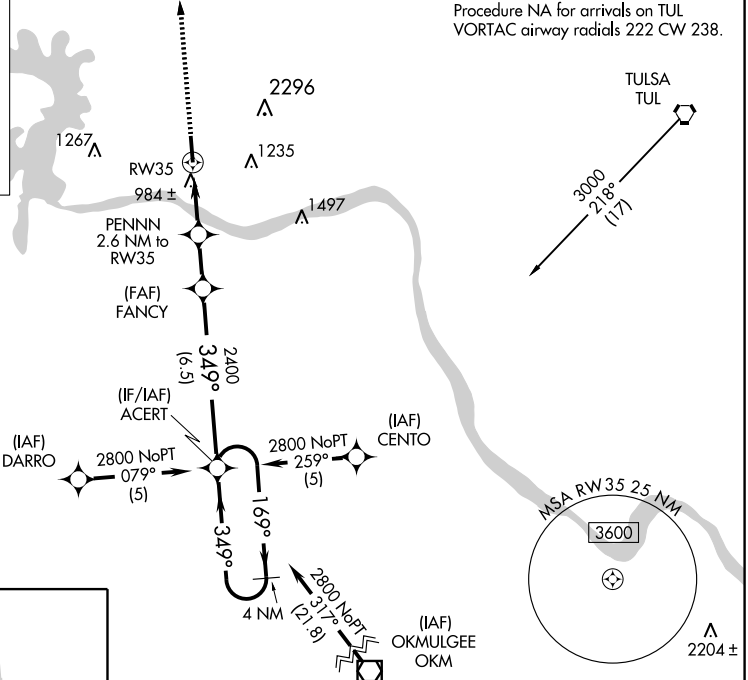
UNICOM  
**122.7** (CTAF)

MISSED APCH FIX

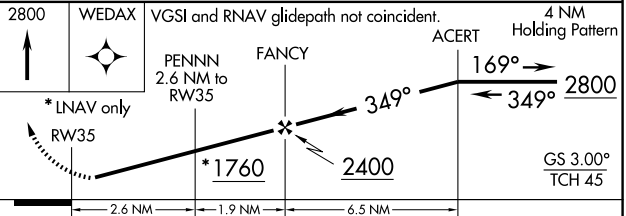
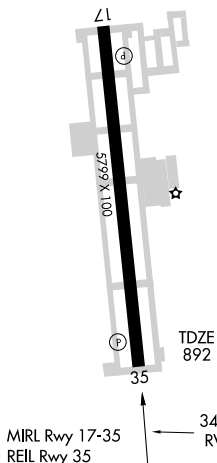


Procedure NA for arrivals on TUL  
VORTAC airway radials 222 CW 238.

SEARS



ELEV 892



CATEGORY	A	B	C	D
LPV DA	1202-1	310 (400-1)		NA
LNAV/VNAV DA	1317-1½	425 (500-1½)		NA
LNAV MDA	1240-1	348 (400-1)		NA
CIRCLING	1440-1	548 (600-1)	1440-1½ 548 (600-1½)	NA

VOR/DME GNP  
**110.6**  
Chan **43**

APP CRS  
**144°**

Rwy Idg  
TDZE  
Apt Elev  
**892**

**N/A**  
**N/A**  
**892**

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

VOR/DME-A

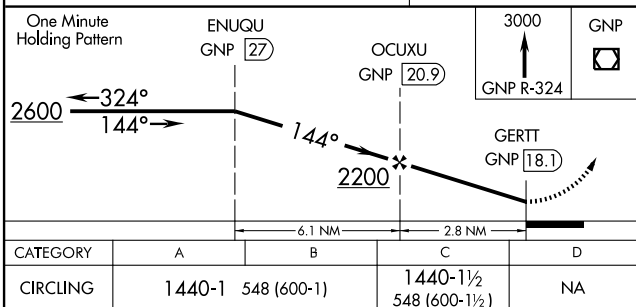
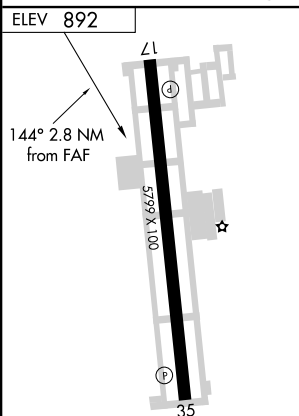
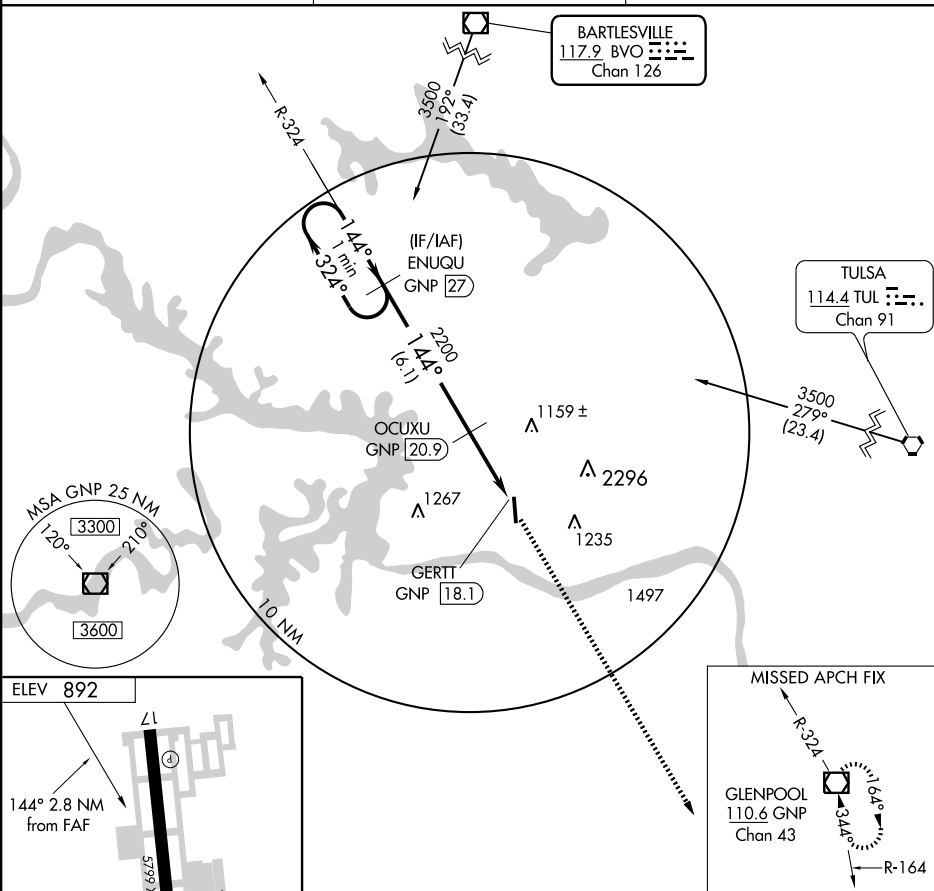
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 60 feet and Cat C visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 3000 via GNP R-324 to GNP VOR/DME and hold.

AWOS-3  
**118.325**

TULSA APP CON  
**124.0 338.3**

UNICOM  
**122.7 (CTAF)**



**SAYRE MUNI** (304) 7 S UTC-6(-5DT) N35°10.05' W99°39.47'

DALLAS-FT. WORTH

H-6H, L-15C

1937 B NOTAM FILE MLC

RWY 17-35: H5017X130 (CONC) S-30 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 54'. Thld dsplcd 351'. Fence.

RWY 35: Thld dsplcd 374'.

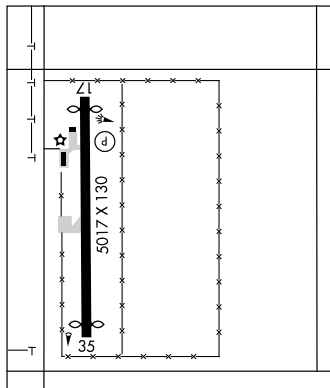
**AIRPORT REMARKS:** Unattended. Rwy 17 thld dsplcd day VFR only. Rwy 35 thld dsplcd day VFR only. Rotating bcn OTS indef. Windsock lgt OTS indef. MIRL Rwy 17-35 preset low ints dusk-0430Z± after 0430Z± ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9

RCO 122.1R 115.2T (MC ALESTER RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

(L) VORTAC 115.2 SYO Chan 99 N35°20.71' W99°38.12'  
176° 10.7 NM to fld. 1990/10E.

**SCOTT FLD** (See MANGUM)**SEILING** (1S4) 0 NW UTC-6(-5DT) N36°09.30' W98°56.02'

WICHITA

1746 NOTAM FILE MLC

RWY 17-35: H2435X38 (ASPH) LIRL

RWY 17: TRCV(TRIL)—GA 4.50° TCH 16'.

RWY 35: TRCV(TRIL)—GA 6.50° TCH 23'. Bldg.

**AIRPORT REMARKS:** Unattended. 496' AGL unlighted tower 18 NM south of arpt. Single wheel gross weight less than 4000 lbs. Rwy 17-35 rough and bumpy with moderate grass encroachment on sfc. Rwy 17 TRIL OTS indef. Rwy 35 TRIL OTS indef. Rwy 17-35 LIRL OTS indef. ACTIVATE LIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9**SEMINOLE MUNI** (SRE) 3 N UTC-6(-5DT) N35°16.48' W96°40.51'

DALLAS-FT. WORTH

H-6H, L-15E

IAP

1024 B S4 FUEL 100LL, JET A NOTAM FILE SRE

RWY 16-34: H5000X75 (ASPH) S-16 MIRL 0.5% up NW

RWY 16: REIL. PAPI (P4L)—GA 3.0° TCH 47'. Trees.

RWY 34: REIL. PAPI (P4L)—GA 3.0° TCH 31'. P-line. Rgt tfc.

RWY 05-23: 2000X150 (TURF) 0.9% up NE

RWY 05: Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z±. Rwy 05-23 extremely rough. Gopher holes, mounds and tall grass on surface. Rwy 16-34 numbers and centerline not visible. Rotating bcn OTS indef. PAPI Rwy 16 OTS indef. PAPI Rwy 34 OTS indef. MIRL Rwy 16-34 preset low ints, to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.625 (405) 382-0111.**COMMUNICATIONS:** CTAF/UNICOM 122.8

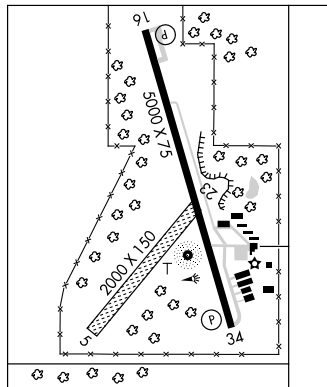
® FORT WORTH CENTER APP/DEP CON 132.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'  
W95°46.94' 292° 50.8 NM to fld. 820/8E. HIWAS.

NDB (MHW) 278 SRE N35°16.31' W96°40.49' at fld.

NOTAM FILE SRE. Monitored dalgt hrs.





SRE NDB  
**278**

APP CRS  
162°

Rwy Idg	<b>5000</b>
TDZE	<b>1024</b>
Apt Elev	<b>1024</b>

NDB RWY 16  
SEMINOLE MUNI (SRE)



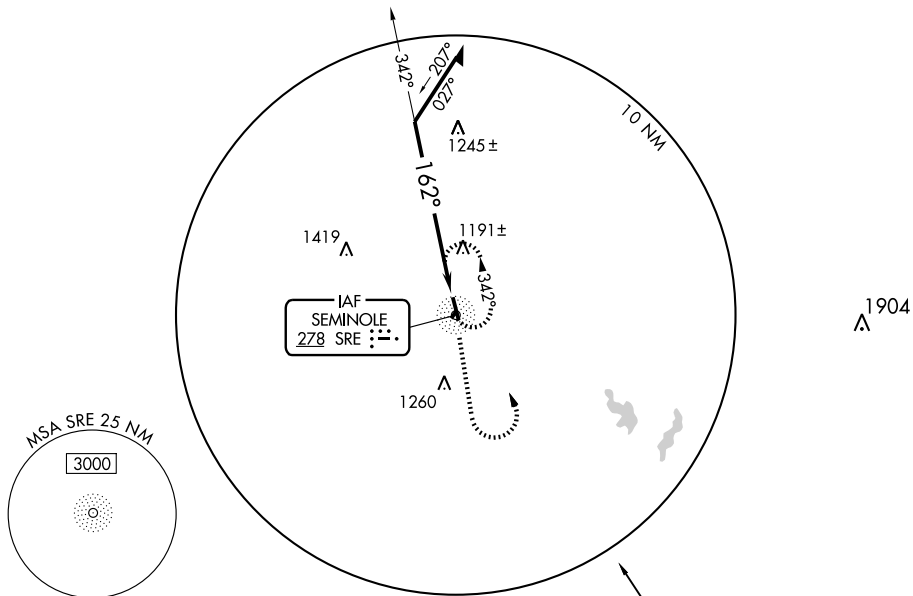
**A NA**

If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

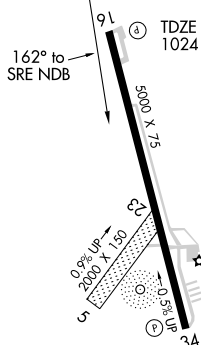
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

AWOS-3  
118.625

FORT WORTH CENTER  
132.2 338.35

UNICOM  
122.8 (CTAF) **L**

ELEV 1024



REIL Rwy 16-34  
MIRL Rwy 16-34 **L**

Knots	60	90	120	150	180
Min:Sec					

Remain  
within 10 NM

NDB

2600

2000  
↑

2600

SRE  
278

CATEGORY	A	B	C	D
S-16	1660-1	636 (700-1)	1660-1 <sup>3</sup> / <sub>4</sub> 636 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	1660-1	636 (700-1)	1660-1 <sup>3</sup> / <sub>4</sub> 636 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

SEMINOLE, OKLAHOMA

Amdt 4 08213

SEMINOLE MUNI (SRE)

NDB RWY 16

35°16' N-96°41' W

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

APP CRS <b>160°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1024</b> <b>1024</b>
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## RNAV (GPS) RWY 16

SEMINOLE MUNI (SRE)

**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

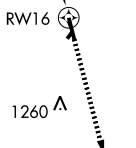
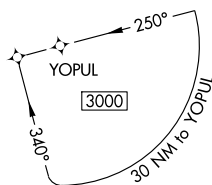
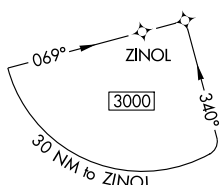
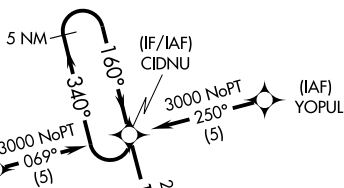
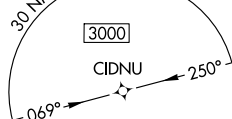
**▲** MISSED APPROACH: Climb to 3000 direct FANAD and hold.

AWOS-3  
**118.625**

FORT WORTH CENTER  
**132.2 338.35**

UNICOM  
**122.8 (CTAF) 0**

30 NM to CIDNU (NoPT)

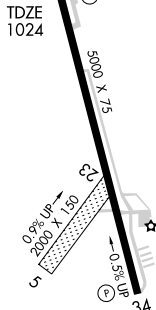


1904  
▲

ELEV 1024

160° to RW16

TDZE 1024



5 NM Holding Pattern

CIDNU

3000

FANAD

3000 ← 340° → 160° →

AGRAS

2500

3.04°

TCH 45

4.4 NM

6.1 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNNAV MDA	1500-1	476 (500-1)	1500-1¼ 476 (500-1¼)	NA
CIRCLING	1500-1	476 (500-1)	1560-1½ 536 (600-1½)	NA

REIL Rwy 16-34  
MIRL Rwy 16-34 0

## SHAWNEE RGNL (SNL) 2 NW UTC-6(-5DT) N35°21.47' W96°56.57'

1073 B S2 FUEL 100LL, JET A NOTAM FILE SNL

RWY 17-35: H5997X100 (ASPH) S-30, D-40, 2D-60 MIRI

RWY 17: MAL SR. REIL. PAPI(P41)—GA 3.0° TCH 47' Rgt tfg.

RWY 35: BEIL. PAPI(P4L)—GA 3.0° TCH 47'. Thld dspcd 404'

Trees.

**AIRPORT REMARKS:** Attended 1400-0000Z+. Fuel avbl 24 hrs with credit card. MRL Rwy 17-35 preset low ints, to increase ints and ACTIVATE MALSR Rwy 17-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.275 (405) 878-1745.

COMMUNICATIONS: CTAF/UNICOM 122.7

® OKE CITY APP/DEP CON 120.45

**GCO 121.725 (FLIGHT SERVICES)**

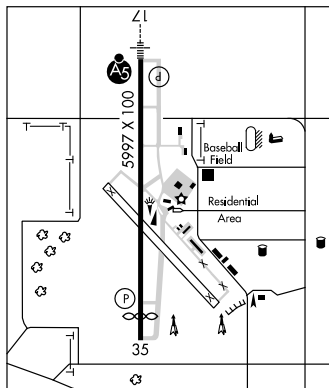
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKC.

**WILL ROGERS (H) VORTACW 114.1**    IRW    Chan 88    N35°21.52'

W97°36.55' 083° 32.7 NM to fld. 1230/7E. HIWAS.

**SUYBE NDB (LOM) 264 HN** N35°26.99' W96°56.58'. 174° 5.5  
NM to fld. NOTAM FILE SNL.

**ILS 108.75** I-HNQ Rwy 17. LOM SUYBE NDB. ILS and LOM unmonitored.



DALLAS—FT. WORTH

H-6H, L-15D

IAP

**SKIATOOK MUNI** (2F6) 1 SW UTC-6(-5DT) N36°21.31' W96°00.66'

670 B FUEL 100LL NOTAM FILE MLC

RWY 17-35: H2900X60 (ASPH) S-4 MRL

RWY 17: PAPI(P2L)—GA 3.25° TCH 35'. Tree.

RWY N-S: 2600X40 (TURF)

RWY N: Tree. RWY S: Tree.

**AIRPORT REMARKS:** Attended 1500-0100Z+. Parachute Jumping. Fuel avbl 24 hrs with credit card. Rwy N-S CLOSED indef. Rwy 17-35 MRL QTS indef.

**COMMUNICATIONS: CTAF/UNICOM 122.8**

KANSAS CITY

**SNYDER** (401) 4 SW UTC-6(-5DT) N34°37.66' W99°00.84'

1325 FUEL 100LL NOTAM FILE MLC

RWY 17-35: H2125X30 (ASPH)

RWY 35: Trees.

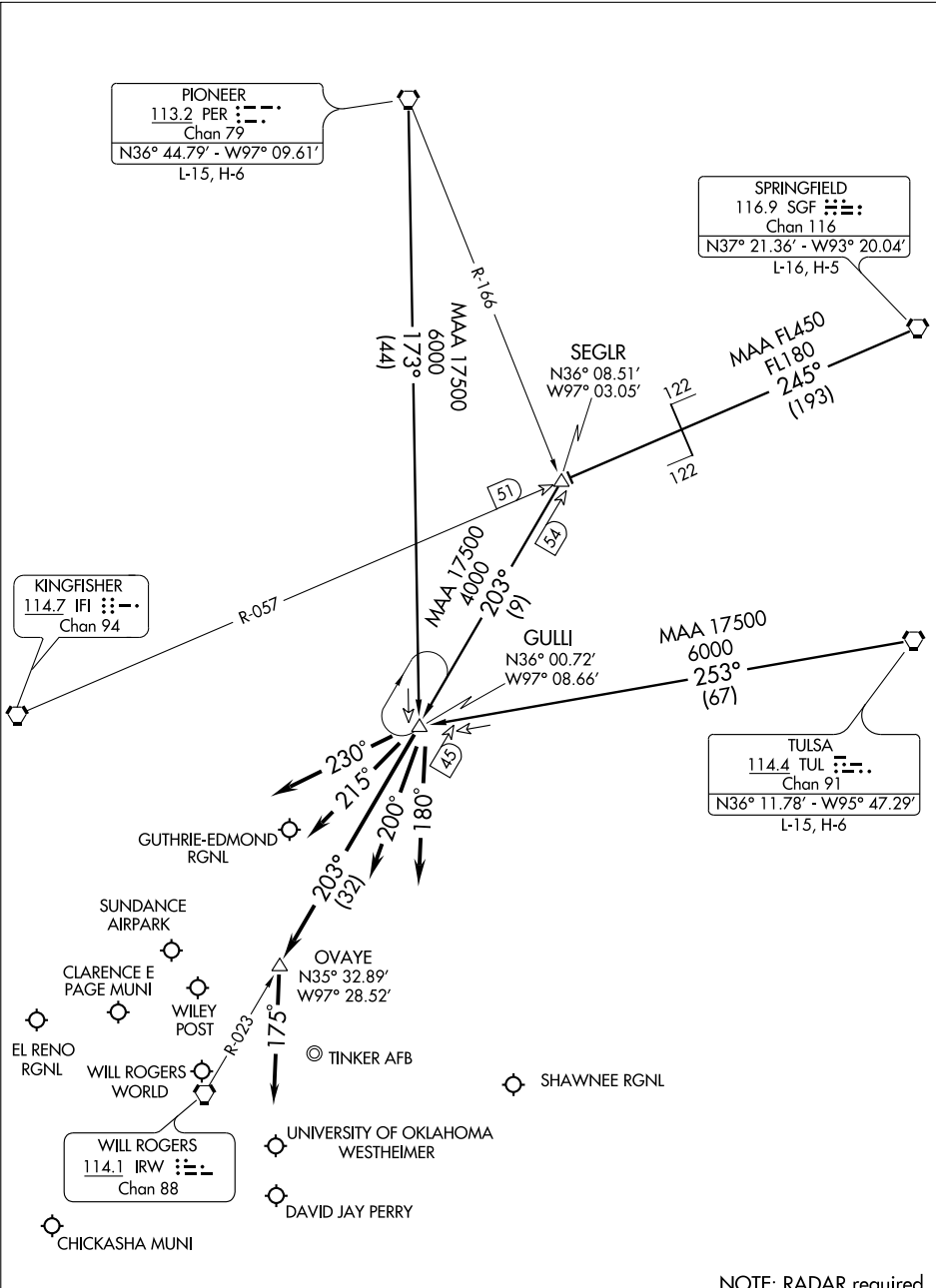
**AIRPORT REMARKS:** Attended irregularly. Fuel on request 580-569-2153/2222.

**COMMUNICATIONS: CTAF 122.9**

DALLAS—FT. WORTH

**SOUTH GRAND LAKE RGNL** (See KETCHUM)

**STAN STAMPER MUNI** (See HUGO)



## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-HNQ <b>108.75</b>	APP CRS <b>174°</b>	Rwy Idg TDZE Apt Elev	<b>5997</b> <b>1073</b> <b>1073</b>
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# ILS or LOC RWY 17

SHAWNEE RGNL (SNL)

**NA** When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet; increase visibility S-LOC 17 Cat C ¼ mile.



**MISSED APPROACH:** Climb to 1600 then climbing right turn to 2800 direct SUYBE LOM and hold.

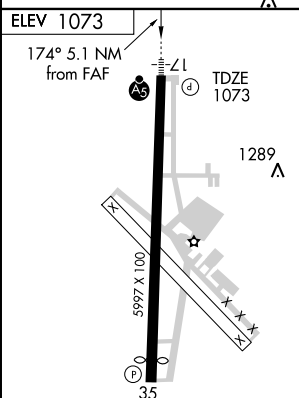
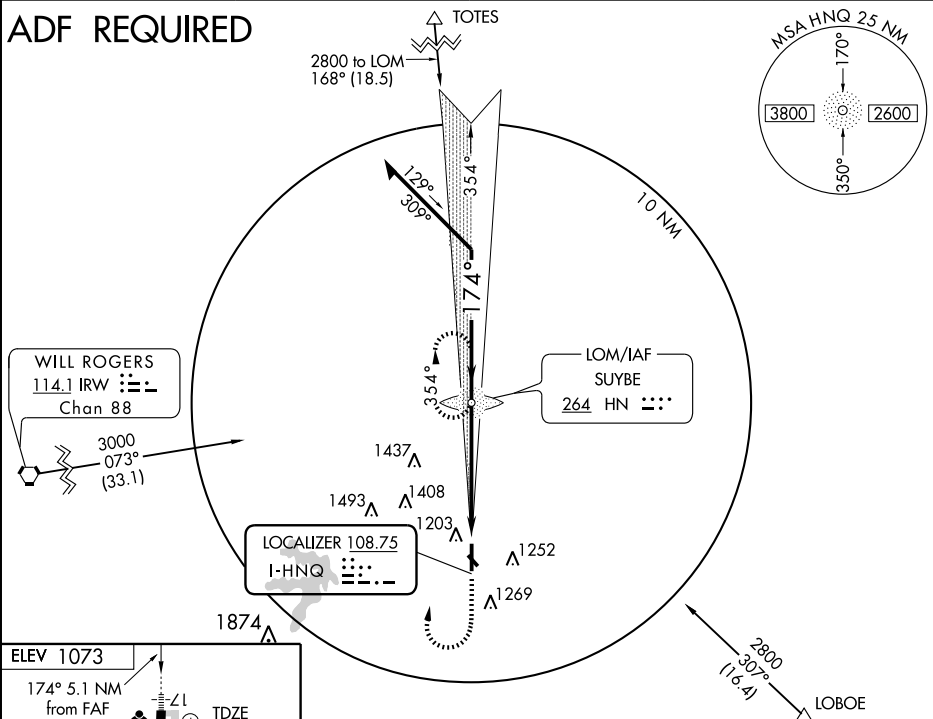
AWOS-3  
**118.275**

OKE CITY APP CON  
**120.45 288.325**

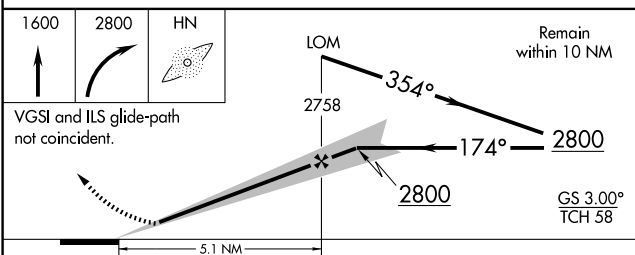
GCO  
**121.725**

UNICOM  
**122.7 (CTAF)**

## ADF REQUIRED



MIRL Rwy 17-35	REIL Rws 17 and 35	FAF to MAP 5.1 NM			
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 17	1273-½ 200 (200-½)			NA
S-LOC 17	1540-½	467 (500-½)	1540-¾ 467 (500-¾)	NA
CIRCLING	1600-1	527 (600-1)	1600-½ 527 (600-½)	NA

WAAS CH <b>86919</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg TDZE Apt Elev	<b>5997</b> <b>1073</b> <b>1073</b>
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# RNAV (GPS) RWY 17

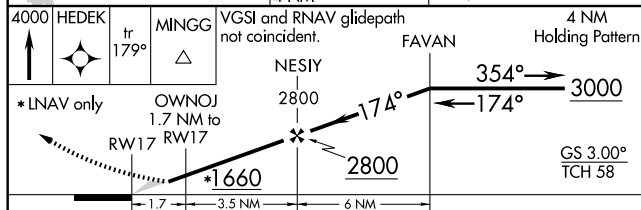
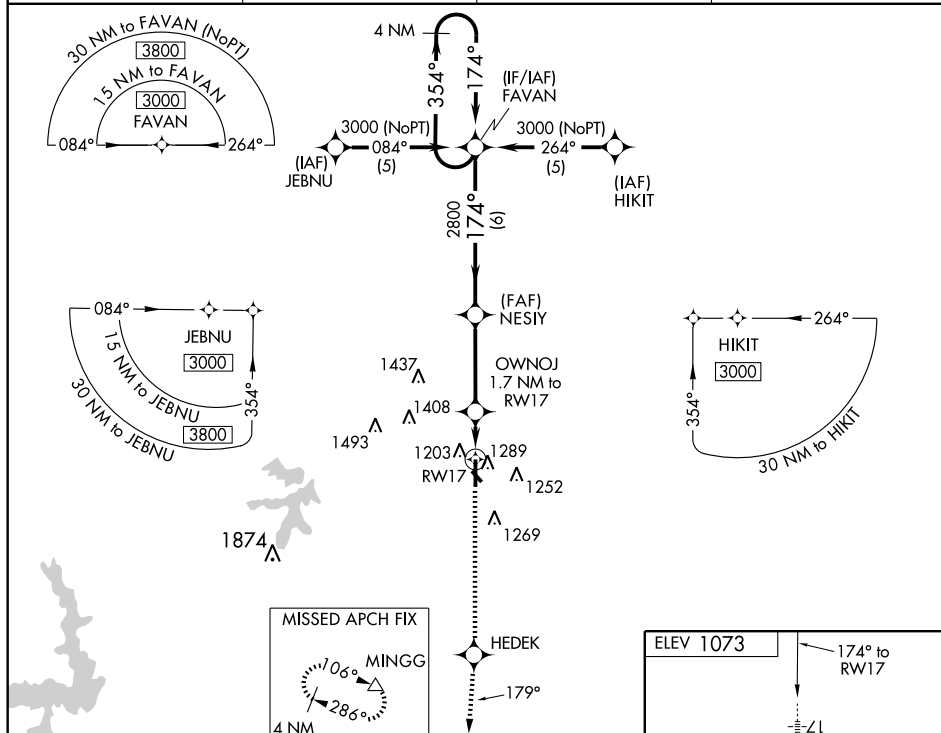
SHAWNEE RGNL (SNL)

**⚠** Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV all Cals and LNAV Cat C visibility ¼ mile.

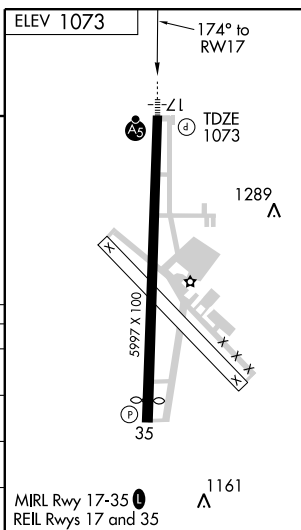


**MISSED APPROACH:** Climb to 4000 direct HEDEK and on track 179° to MINGG and hold.

AWOS-3 <b>118.275</b>	OKE CITY APP CON <b>120.45 288.325</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1273-1/2	200 (200-1/2)		NA
LNAV/VNAV DA	1447-3/4	374 (400-3/4)		NA
LNAV MDA	1540-1/2	467 (500-1/2)	1540-3/4 467 (500-3/4)	NA
CIRCLING	1600-1	527 (600-1)	1600-1 1/2 527 (600-1 1/2)	NA



WAAS CH <b>72818</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg TDZE Apt Elev	<b>5593</b> <b>1067</b> <b>1073</b>
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# RNAV (GPS) RWY 35

SHAWNEE RGNL (SNL)

**▼** Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV all Cats visibility ¼ mile.

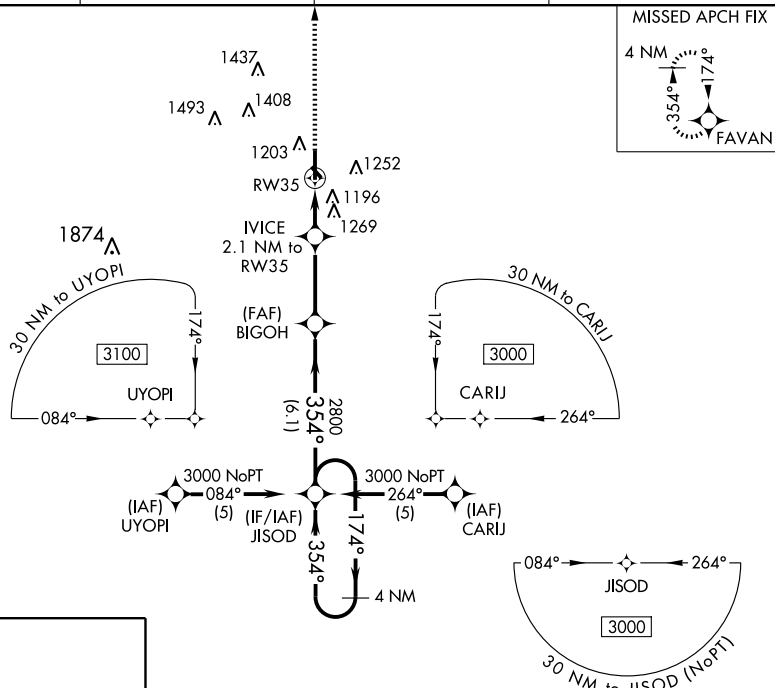
**MISSED APPROACH:**  
Climb to 3000 direct  
FAVAN and hold.

AWOS-3  
**118.275**

OKE CITY APP CON  
**120.45 288.325**

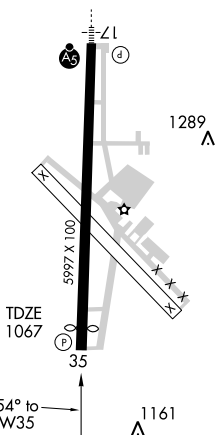
GCO  
**121.725**

UNICOM  
**122.7 (CTAF)**



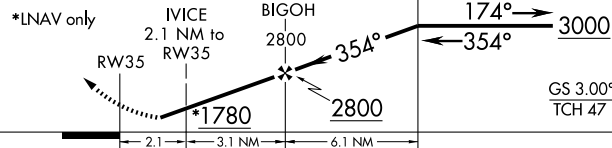
ELEV 1073

MIRL Rwy 17-35  
REIL Rws 17 and 35



3000 FAVAN  
↑

\*LNAV only



CATEGORY	A	B	C	D
LPV DA	1317-1	250 (300-1)		NA
LNAV/VNAV DA	1565-1¾	498 (500-1¾)		NA
LNAV MDA	1520-1	453 (500-1)	1520-1¼ 453 (500-1¼)	NA
CIRCLING	1600-1	527 (600-1)	1600-1½ 527 (600-1½)	NA



**STIGLER RGNL** (GZL) 3 NE UTC-6(-5DT) N35°17.35' W95°05.63'

599 B FUEL 100LL NOTAM FILE MLC

RWY 17-35: H3606X60 (ASPH) S-12.5 LIRL

RWY 17: VASI(V2L). Thld displcd. 95'. P-line.

RWY 35: VASI(V2L). Trees.

**AIRPORT REMARKS** Unattended. For fuel contact police 918-967-3377.

ACTIVATE LIRL Rwy 17-35 and VASI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.575 (918) 967-8982.**COMMUNICATIONS:** CTAF 122.9

FORT WORTH CENTER APP/DEP CON 132.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSM.

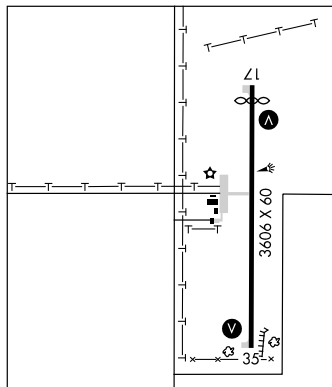
FORT SMITH (L) VORTACW 110.4 FSM Chan 41 N35°23.31'

W94°16.29' 255° 40.8 NM to fld. 430/7E.

DALLAS-FT. WORTH

L-15E

IAP

**STILLWATER RGNL** (SWO) 3 NW UTC-6(-5DT) N36°09.67' W97°05.14'

1000 B S4 FUEL 100LL, JET A TPA—See Remarks ARFF Index—See Remarks

NOTAM FILE SWO

RWY 17-35: H7401X100 (ASPH-GRVD) S-100, D-157, 2S-175, 2D-310 MIRL 0.5% up N

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 48'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 26'.

RWY 04-22: H5002X75 (ASPH) S-34, D-50 MIRL 0.5% up NE

RWY 04: PAPI(P4L)—GA 3.0° TCH 35'. Ground.

RWY 22: VASI(V4L)—GA 3.0° TCH 35'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 04: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 17: TORA-7401 TODA-7401 ASDA-7401 LDA-7401

RWY 22: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 35: TORA-7401 TODA-7401 ASDA-7401 LDA-7401

**AIRPORT REMARKS:** Attended 1300-0400Z†. For fuel after hrs ctc 405-377-5326. 24 hrs PPR for unscheduled air carrier ops with more than 9 passenger seats call arpt manager 405-372-7881/6760. Class IV, ARFF Index A. ARFF Index C avbl by prior arrangement. ARFF index B maintained. TPA 1800(800) for light acft, 2500(1500) for turbo prop and jets. REIL. MIRL Rwy 04-22 and Rwy 17-35 preset low ints; to increase ints and ACTIVATE MALSR Rwy 17 and REIL Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.725 (405) 743-8150.**COMMUNICATIONS:** CTAF 125.35 UNICOM 122.95

RCO 122.3 (MC ALESTER RADIO)

RCO 122.1R 108.4T (MC ALESTER RADIO)

Ⓡ KANSAS CITY CENTER APP/DEP CON 128.3

TOWER 125.35 (1400-0200Z†) GND CON 121.6

**AIRSPACE:** CLASS D svc 1400-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SWO.

(T) VORW/DME 108.4 SWO Chan 21 N36°13.46' W97°04.88' 176° 3.8 NM to fld. 1020/7E.

BLAKI NDB (LOM) 255 SW N36°14.17' W97°05.24' 174° 4.5 NM to fld.

ILS/DME 109.15 I-SWO Chan 28(Y) Rwy 17. Class IE. LOM BLAKI NDB. ILS unmonitored when twr clsd.

**STROUD MUNI** (SUD) 3 N UTC-6(-5DT) N35°47.38' W96°39.34'

900 NOTAM FILE MLC

RWY 18-36: H3000X60 (ASPH) S-12.5 MIRL

RWY 18: PAPI(P2L) Trees.

RWY 36: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKM.

OKMULGEE (H) VORW/DME 114.9 OKM Chan 96 N35°41.59' W95°51.96' 271° 39 NM to fld. 766/8E.

DALLAS-FT. WORTH

L-15E

**SUNDANCE AIRPARK** (See OKLAHOMA CITY)

APP CRS	Rwy Idg	<b>3511</b>
<b>175°</b>	TDZE	<b>598</b>
	Apt Elev	<b>598</b>

# GPS RWY 17

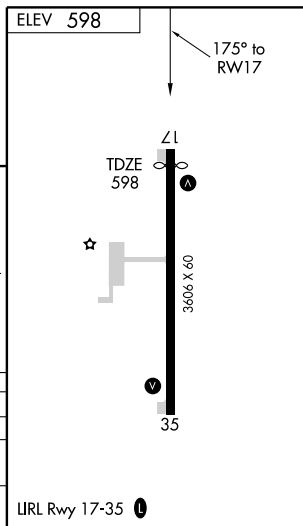
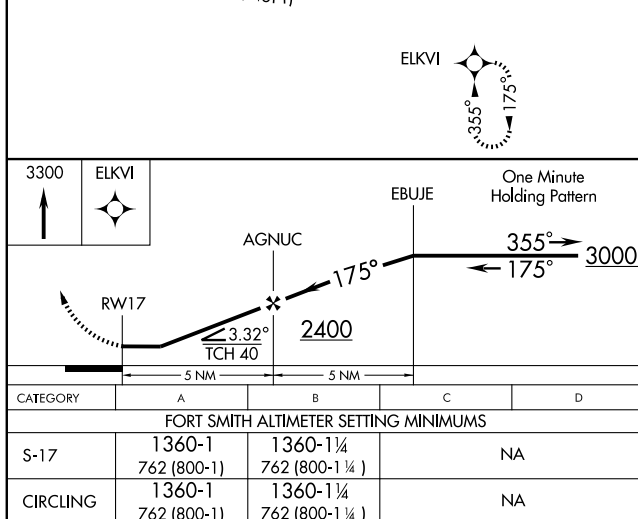
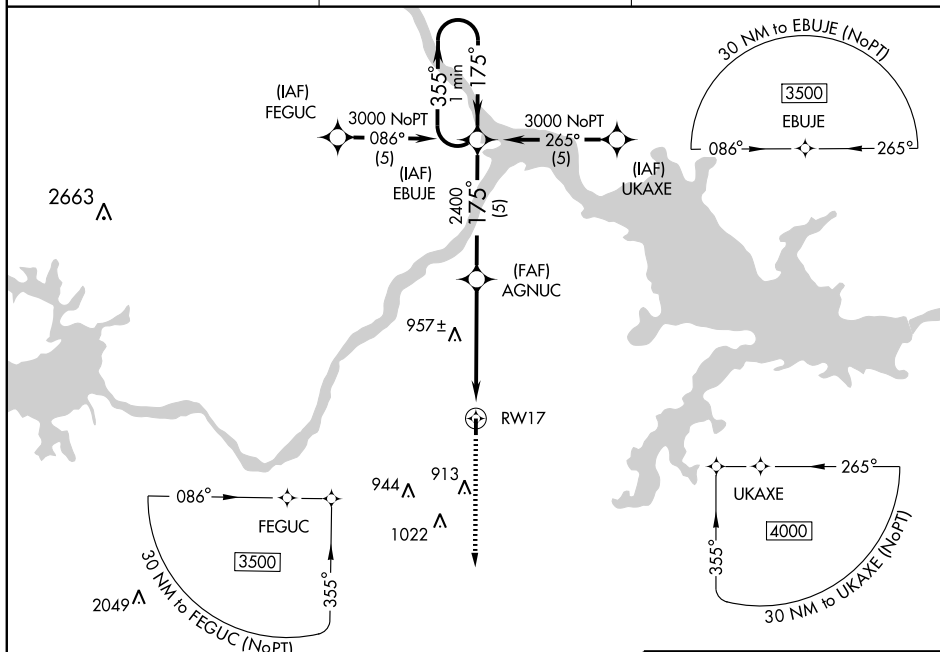
STIGLER RGNL (GZL)

**▲ NA** Use Fort Smith altimeter setting. MISSED APPROACH: Climb to 3300 direct ELKVI WP and hold.

AWOS-3  
**118.575**

FORT WORTH CENTER  
**132.2 338.35**

CTAF  
**122.9 0**



APP CRS	Rwy Idg	<b>3606</b>
<b>355°</b>	TDZE	<b>598</b>
	Apt Elev	<b>598</b>

# GPS RWY 35

STIGLER RGNL (GZL)

▲ NA

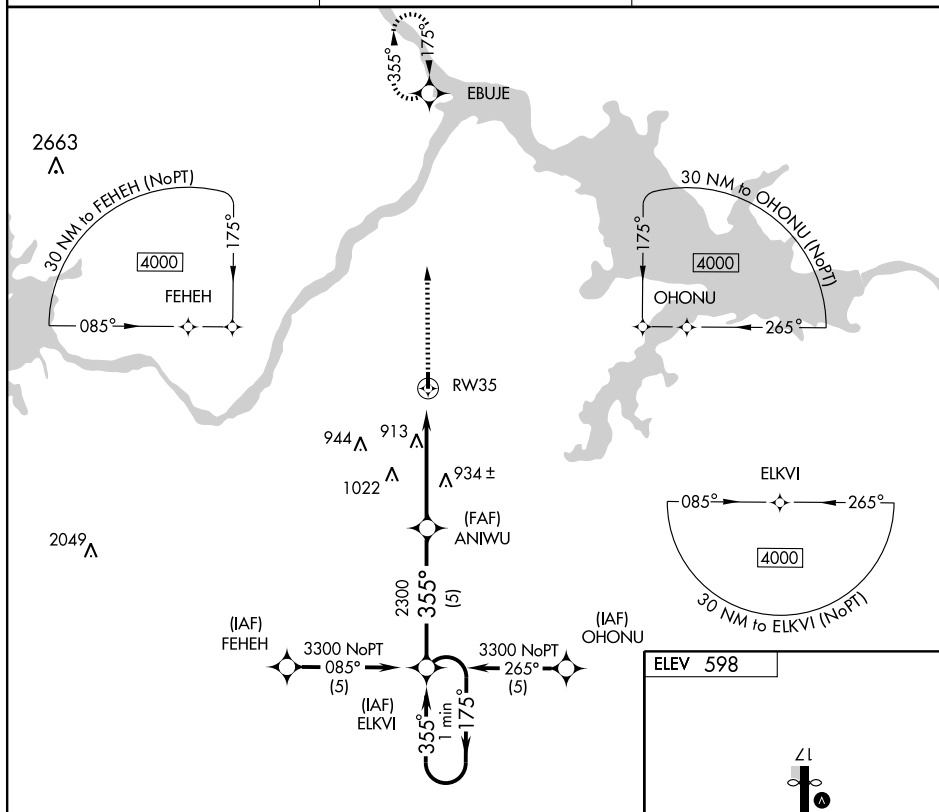
Use Fort Smith altimeter setting.

MISSED APPROACH: Climb to 3000 direct EBUJE WP and hold.

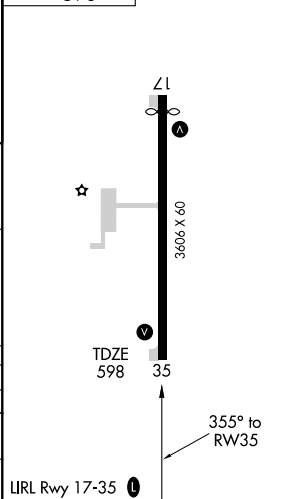
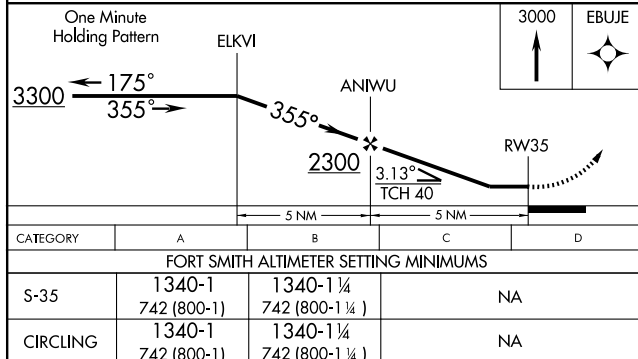
AWOS-3  
**118.575**

FORT WORTH CENTER  
**132.2 338.35**

CTAF  
**122.9 0**



ELEV 598



10210

## AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)  
STILLWATER, OKLAHOMAASOS  
135.725  
STILLWATER TOWER ★  
125.35  
GND CON  
121.6

D

FIELD  
ELEV  
1000

ZL 1033 ±

175.2°

RWY 04-22  
S-34, D-50  
RWY 17-35  
S-100, D-157, 2S-175, 2D-310

36°10' N

VAR 4.3° E

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° WELEV  
984

5002 X 75

HANGAR

OSU FLIGHT  
DEPARTMENT  
HANGAR

HANGARS

FBO

FBO  
HANGAR

HANGAR

CONTROL TOWER/  
TERMINAL

FIRE STATION

HANGAR

HANGARS

36°09.5' N

ELEV  
960

040.2°

0.5% UP

7401 X 100

0.5% UP

ELEV  
964

97°05.5' W

97°05' W

36°09' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

STILLWATER, OKLAHOMA  
STILLWATER RGNL (SWO)

10210

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

**STIGLER RGNL** (GZL) 3 NE UTC-6(-5DT) N35°17.35' W95°05.63'

599 B FUEL 100LL NOTAM FILE MLC

RWY 17-35: H3606X60 (ASPH) S-12.5 LIRL

RWY 17: VASI(V2L). Thld displcd. 95'. P-line.

RWY 35: VASI(V2L). Trees.

**AIRPORT REMARKS** Unattended. For fuel contact police 918-967-3377.

ACTIVATE LIRL Rwy 17-35 and VASI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.575 (918) 967-8982.**COMMUNICATIONS:** CTAF 122.9

FORT WORTH CENTER APP/DEP CON 132.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSM.

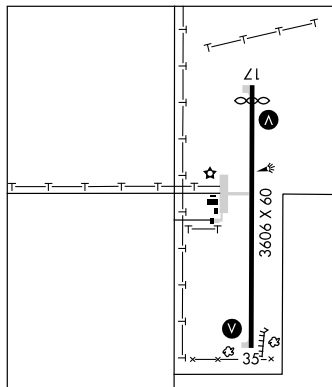
FORT SMITH (L) VORTACW 110.4 FSM Chan 41 N35°23.31'

W94°16.29' 255° 40.8 NM to fld. 430/7E.

DALLAS-FT. WORTH

L-15E

IAP

**STILLWATER RGNL** (SWO) 3 NW UTC-6(-5DT) N36°09.67' W97°05.14'

1000 B S4 FUEL 100LL, JET A TPA—See Remarks ARFF Index—See Remarks

NOTAM FILE SWO

RWY 17-35: H7401X100 (ASPH-GRVD) S-100, D-157, 2S-175, 2D-310 MIRL 0.5% up N

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 48'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 26'.

RWY 04-22: H5002X75 (ASPH) S-34, D-50 MIRL 0.5% up NE

RWY 04: PAPI(P4L)—GA 3.0° TCH 35'. Ground.

RWY 22: VASI(V4L)—GA 3.0° TCH 35'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 04: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 17: TORA-7401 TODA-7401 ASDA-7401 LDA-7401

RWY 22: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 35: TORA-7401 TODA-7401 ASDA-7401 LDA-7401

**AIRPORT REMARKS:** Attended 1300-0400Z†. For fuel after hrs ctc 405-377-5326. 24 hrs PPR for unscheduled air carrier ops with more than 9 passenger seats call arpt manager 405-372-7881/6760. Class IV, ARFF Index A. ARFF Index C avbl by prior arrangement. ARFF index B maintained. TPA 1800(800) for light acft, 2500(1500) for turbo prop and jets. REIL. MIRL Rwy 04-22 and Rwy 17-35 preset low ints; to increase ints and ACTIVATE MALSR Rwy 17 and REIL Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.725 (405) 743-8150.**COMMUNICATIONS:** CTAF 125.35 UNICOM 122.95

RCO 122.3 (MC ALESTER RADIO)

RCO 122.1R 108.4T (MC ALESTER RADIO)

Ⓡ KANSAS CITY CENTER APP/DEP CON 128.3

TOWER 125.35 (1400-0200Z†) GND CON 121.6

**AIRSPACE:** CLASS D svc 1400-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SWO.

(T) VORW/DME 108.4 SWO Chan 21 N36°13.46' W97°04.88' 176° 3.8 NM to fld. 1020/7E.

BLAKI NDB (LOM) 255 SW N36°14.17' W97°05.24' 174° 4.5 NM to fld.

ILS/DME 109.15 I-SWO Chan 28(Y) Rwy 17. Class IE. LOM BLAKI NDB. ILS unmonitored when twr clsd.

**STROUD MUNI** (SUD) 3 N UTC-6(-5DT) N35°47.38' W96°39.34'

900 NOTAM FILE MLC

RWY 18-36: H3000X60 (ASPH) S-12.5 MIRL

RWY 18: PAPI(P2L) Trees.

RWY 36: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OKM.

OKMULGEE (H) VORW/DME 114.9 OKM Chan 96 N35°41.59' W95°51.96' 271° 39 NM to fld. 766/8E.

DALLAS-FT. WORTH

L-15E

**SUNDANCE AIRPARK** (See OKLAHOMA CITY)

LOC I-SWO <b>109.15</b> Chan <b>28(Y)</b>	APP CRS <b>174°</b>	Rwy Idg TDZE Apt Elev <b>7401</b> <b>1000</b> <b>1000</b>
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# ILS or LOC RWY 17

## STILLWATER RGNL (SWO)

**▲** If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting.



**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3200 direct BLAKI LOM and hold.

ASOS  
**135.725**

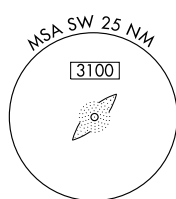
KANSAS CITY CENTER  
**128.3 291.7**

STILLWATER TOWER ★  
**125.35 (CTAF) 0**

GND CON  
**121.6**

UNICOM  
**122.95**

### ADF REQUIRED

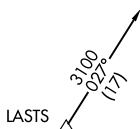


3000 to LOM  
167° (30.8)

PIONEER  
113.2 PER ---  
Chan 79

LOM/IAF  
BLAKI  
255 SW ---  
I-SWO [5.2]

LOCALIZER 109.15  
I-SWO ---  
Chan 28(Y)



Remain  
within 10 NM

VGSI and ILS glidepath  
not coincident.

GS 3.00°  
TCH 45

BLAKI LOM  
I-SWO [5.2]

1500

3200

SW  
255

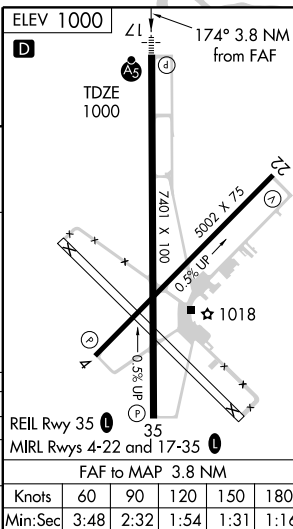
2600

2300

I-SWO [2.7]

I-SWO [1.4]

2.5 NM 1.3



CATEGORY	A	B	C	D
S-ILS 17		1200-½ 200 (200-½)		
S-LOC 17	1460-½ 460 (500-½)		1460-¾ 460 (500-¾)	1460-1 460 (500-1)
CIRCLING	1460-1 460 (500-1)		1460-1½ 460 (500-1½)	1560-2 560 (600-2)

LOM SW <b>255</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>7401</b> <b>1000</b> <b>1000</b>
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# NDB RWY 17

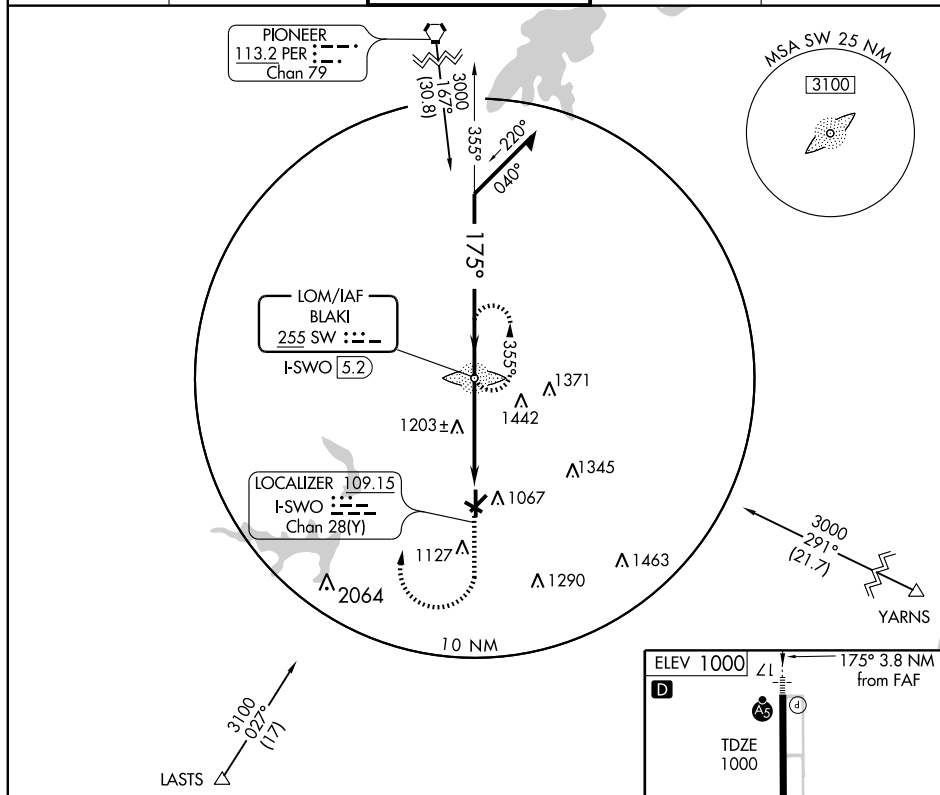
## STILLWATER RGNL (SWO)

**▲** If local altimeter setting not received, use Ponca City  
Rgnl altimeter setting and increase all MDAs 80 feet.

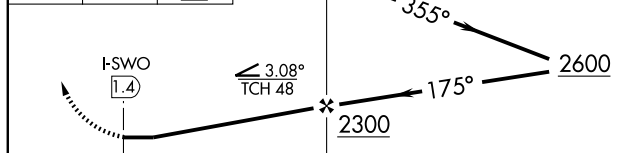


**MISSED APPROACH:** Climb to 1700 then climbing  
right turn to 2600 direct SW LOM and hold.

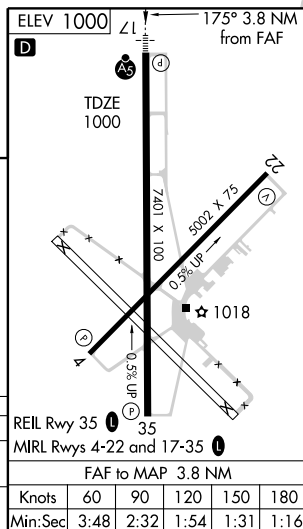
ASOS <b>135.725</b>	KANSAS CITY CENTER <b>128.3 291.7</b>	STILLWATER TOWER ★ <b>125.35 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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1700	2600	SW 255	BLAKI LOM I-SWO 5.2	Remain within 10 NM
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CATEGORY	A	B	C	D
S-17	1520-¾ 520 (600-¾)		1520-1 520 (600-1)	1520-1½ 520 (600-1½)
CIRCLING	1520-1 520 (600-1)		1520-1½ 520 (600-1½)	1560-2 560 (600-2)



WAAS CH <b>90108</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg <b>7401</b> TDZE <b>1000</b> Apt Elev <b>1000</b>
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# RNAV (GPS) RWY 17

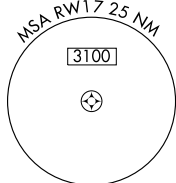
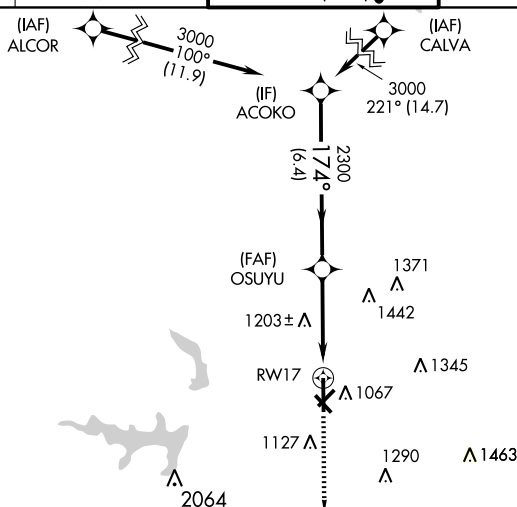
STILLWATER RGNL (SWO)

**A** If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP and Baro-VNAV NA when using Ponca City Rgnl altimeter setting. Baro-VNAV NA below -17C (2F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats.



**MISSED APPROACH:**  
Climb to 3000 direct  
ESCOM WP and hold.

ASOS <b>135.725</b>	KANSAS CITY CENTER <b>128.3 291.7</b>	STILLWATER TOWER* <b>125.35 (CTAF)</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ESCOM



4 NM

Procedure  
Turn NA

ACOKO

OSUYU

3000

174°

2300

VGSI and LPV glidepath  
not coincident.

GS 3.00°  
TCH 45°

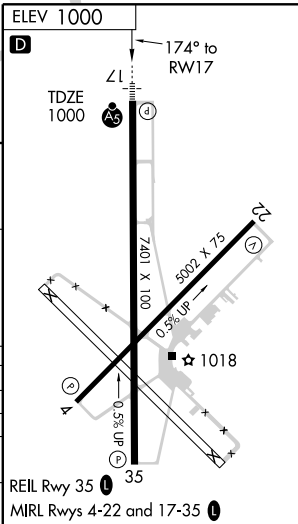
\*1.4 NM  
to RWY 17



\*LNAV only.

6.4 NM 2.5 NM 1.4 NM

CATEGORY	A	B	C	D
LPV DA		1250-½	250 (300-½)	
LNAV/VNAV DA		1420-1	420 (500-1)	
LNAV MDA	1480-½	480 (500-½)	1480-¾ 480 (500-¾)	1480-1 480 (500-1)
CIRCLING		1480-1½	480 (500-1½)	1560-2 560 (600-2)





APP CRS  
**354°**

Rwy Idg **7401**  
TDZE **964**  
Apt Elev **1000**

# RNAV (GPS) RWY 35

STILLWATER RGNL (SWO)

**A** If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ACOKO WP and hold.

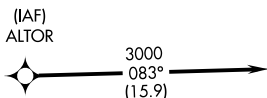
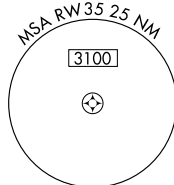
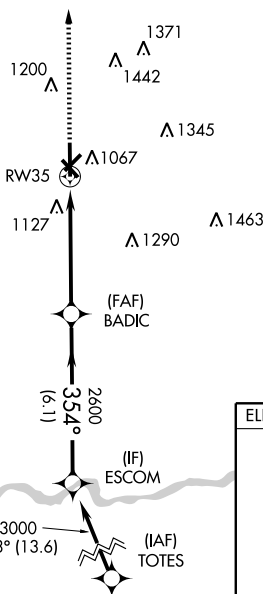
ASOS  
**135.725**

KANSAS CITY CENTER  
**128.3 291.7**

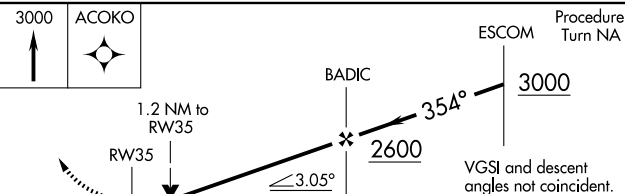
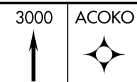
STILLWATER TOWER ★  
**125.35 (CTAF)** **0**

GND CON  
**121.6**

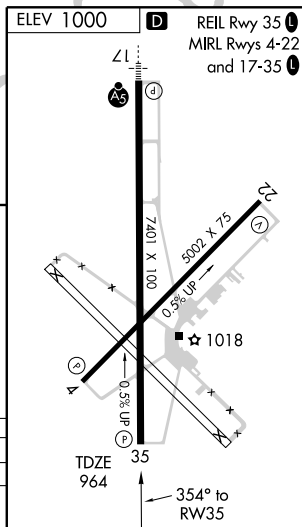
UNICOM  
**122.95**



Procedure NA for arrivals at ALTOR WP on V140 southwest bound.



CATEGORY	A	B	C	D
LNNAV MDA	1380-1	416 (400-1)	1380-1¼	416 (400-1¼)
CIRCLING	1400-1 400 (500-1)	1460-1 460 (500-1)	1460-1½ 460 (500-1½)	1560-2 560 (600-2)



VOR/DME SWO <b>108.4</b> Chgn <b>21</b>	APP CRS <b>356°</b>	Rwy Idg <b>7401</b> TDZE <b>964</b> Apt Elev <b>1000</b>
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VOR/DME RWY 35  
STILLWATER RGNL (SWO)

**A** If local altimeter setting not received, use Ponca City Right altimeter setting and increase all MDA'S 80 feet. VDP NA with Ponca City altimeter setting.

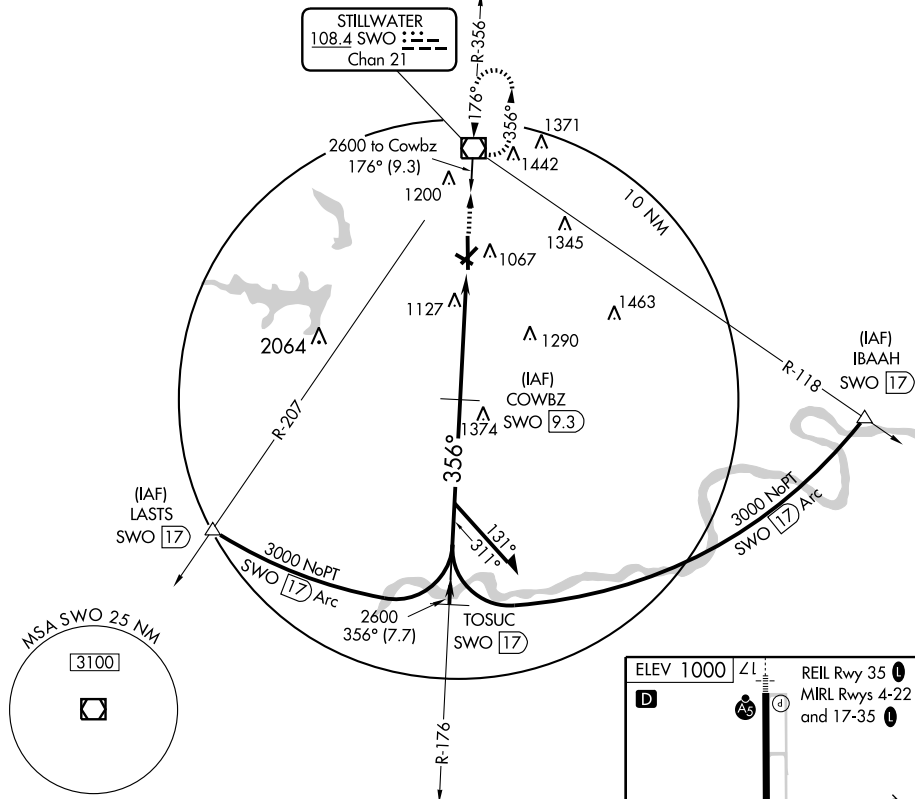
**MISSED APPROACH:** Climb to 2600 direct SWO VOR/DME and hold.

ASOS  
**135,725**

KANSAS CITY CENTER  
128.3 291.7

STILLWATER TOWER ★  
125.35 (CTAF) **L**

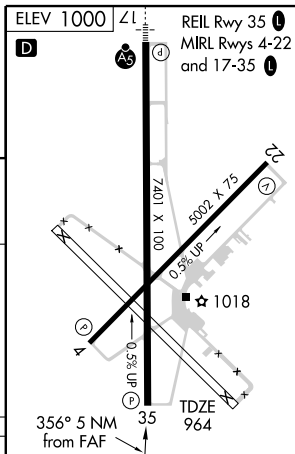
GND CON  
**121.6**

UNICOM  
122.95

Remain  
within 10 NM

Visual and descent angles not coincident.

CATEGORY	A	B	C	D
S-35	1380-1	416 (400-1)	1380-1¼	416 (400-1¼)
CIRCLING	1400-1 400 (500-1)	1460-1 460 (500-1)	1460-1½ 460 (500-1½)	1560-2 560 (600-2)



FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

STILLWATER, OKLAHOMA

Amdt 1 09183

36°10'N-97°05'W

STILLWATER RGNL (SWO)

VOR/DME RWY 35

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

VOR/DME SWO <b>108.4</b> Chan <b>21</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev <b>7401</b> <b>1000</b>
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# VOR RWY 17

## STILLWATER RGNL (SWO)

**▲** If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA's 80 feet. VDP N/A with Ponca City altimeter setting. For inoperative MALSR increase S-17 Cats A/B visibility to 1 mile.



MISSED APPROACH: Climbing right turn to 2600 direct SWO VOR/DME and hold.

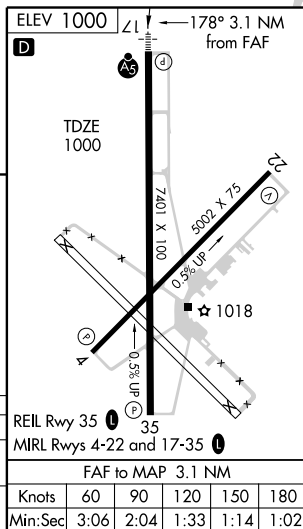
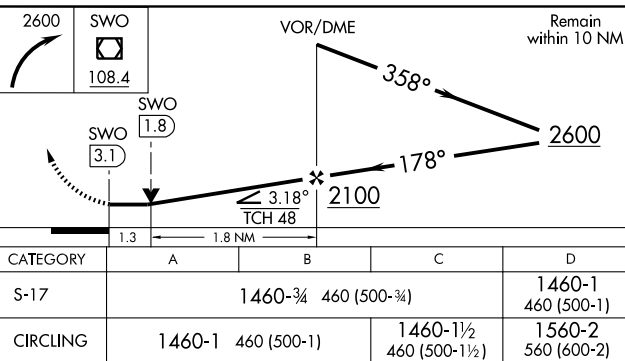
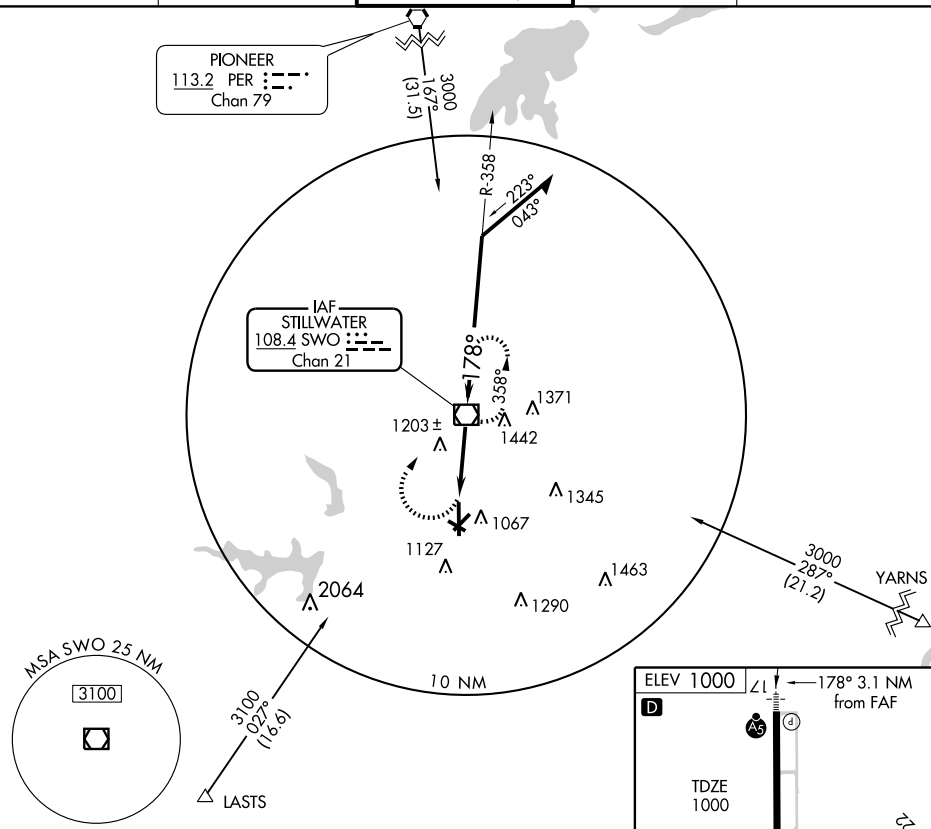
ASOS  
**135.725**

KANSAS CITY CENTER  
**128.3 291.7**

STILLWATER TOWER ★  
**125.35 (CTAF)** **0**

GND CON  
**121.6**

UNICOM  
**122.95**



**SUYBE** N35°26.99' W96°56.58' NOTAM FILE SNL  
 NDB (LOM) 264 HN 174° 5.5 NM to Shawnee Rgnl.

**SULPHUR MUNI** (F30) 2 NW UTC-6(-5DT) N34°31.47' W96°59.38'

DALLAS-FT. WORTH

1051 NOTAM FILE MLC

L-17C

**RWY 17-35:** H3500X60 (ASPH) S-12.5 MIRL

**RWY 17:** Tree. Rgt tfc. **RWY 35:** Road.

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADM.

**ARDMORE (H) VORTACW** 116.7 ADM Chan 114 N34°12.70' W97°10.09' 019° 20.7 NM to fld. 937/6E.

**TAHLEQUAH MUNI** (TQH) 2 NW UTC-6(-5DT) N35°55.82' W95°00.27'

DALLAS-FT. WORTH

874 B FUEL 100LL, JET A NOTAM FILE TQH

H-61, L-15E

**RWY 17-35:** H5001X75 (ASPH) S-26 MIRL 0.4% up N

**RWY 17:** PAPI(P4L)—GA 3.0° TCH 31'. Trees.

**RWY 35:** PAPI(P4L)—GA 3.0° TCH 31'. Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z+. For emergency call 918-931-0469. Parachute Jumping. Rwy 17 thld dsplcd 357' indef. ACTIVATE MIRL Rwy 17-35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.425 (918) 453-2729.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**MEMPHIS CENTER APP/DEP CON** 126.1

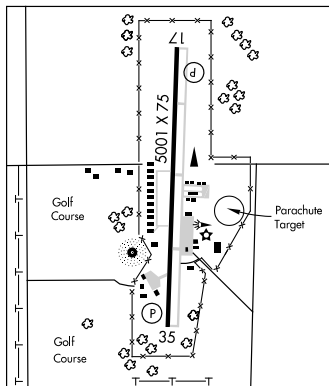
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

**TULSA (H) VORTACW** 114.4 TUL Chan 91 N36°11.78'

W95°47.29' 104° 41.3 NM to fld. 770/8E.

**NDB (MHW) 215 TQH** N35°55.63' W95°00.40' at fld.

NOTAM FILE TQH. Unmonitored.



**TALIHINA MUNI** (6F1) 3 SW UTC-6(-5DT) N34°42.47' W95°04.43'

DALLAS-FT. WORTH

687 NOTAM FILE MLC

L-17D

**RWY 01-19:** H3300X60 (ASPH) S-12 MIRL

**RWY 01:** Trees. **RWY 19:** Trees.

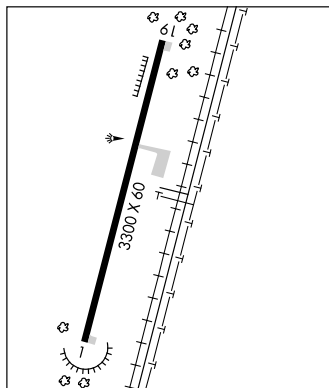
**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**RICH MOUNTAIN (L) VORTACW** 113.5 PGO Chan 82 N34°40.83'

W94°36.54' 270° 23.1 NM to fld. 2700/4E.



**TENKILLER LAKE AIRPARK** (See COOKSON)

**TERAMIRANDA** (See AFTON)



APP CRS  
**177°**

Rwy Idg **5001**  
TDZE **874**  
Apt Elev **874**

# RNAV (GPS) RWY 17

TAHLEQUAH MUNI (TQH)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ¼ mile, circling Cat B ½ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3100 direct SUBME and hold.

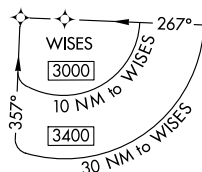
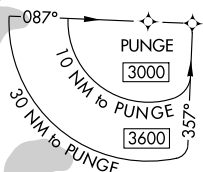
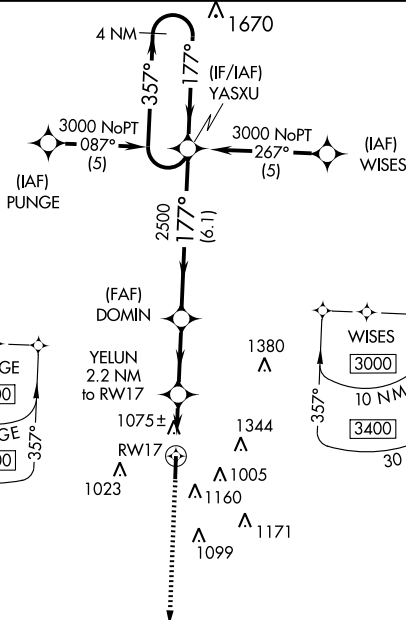
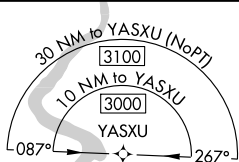
AWOS-3

**118.425**

MEMPHIS CENTER

**126.1 269.0**

UNICOM

**122.8 (CTAF) ①**

ELEV 874

177° to RWY 17

906

ZL

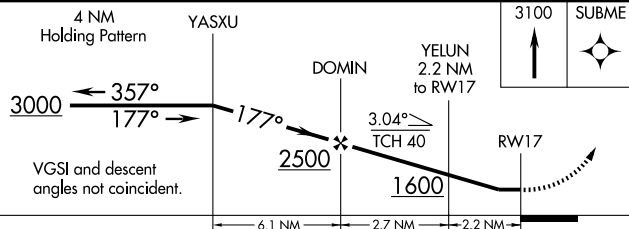
④

TDZE 874

500' x 75'

0.4% UP

35



CATEGORY	A	B	C	D
LNAV MDA	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	NA
CIRCLING	1520-1	646 (700-1)	1520-1¾ 646 (700-1¾)	NA

MIRL Rwy 17-35 ①

WAAS CH <b>90207</b> <b>W35A</b>	APP CRS <b>357°</b>	Rwy Idg <b>5001</b> TDZE <b>874</b> Apt Elev <b>874</b>
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## RNAV (GPS) RWY 35

TAHLEQUAH MUNI (TQH)

- T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local  
**A** altimeter setting not received, use Muskogee altimeter setting and increase  
all DAs 92 feet and all LPV visibilities  $\frac{1}{4}$  mile; increase all MDAs 100 feet and  
LNAV Cat C visibility  $\frac{1}{4}$  mile, circling Cat B  $\frac{1}{4}$  mile and Cat C  $\frac{1}{2}$  mile.

**MISSED APPROACH:** Climb to 3000 direct YASXU and hold.

AWOS-3 <b>118.425</b>	MEMPHIS CENTER <b>126.1 269.0</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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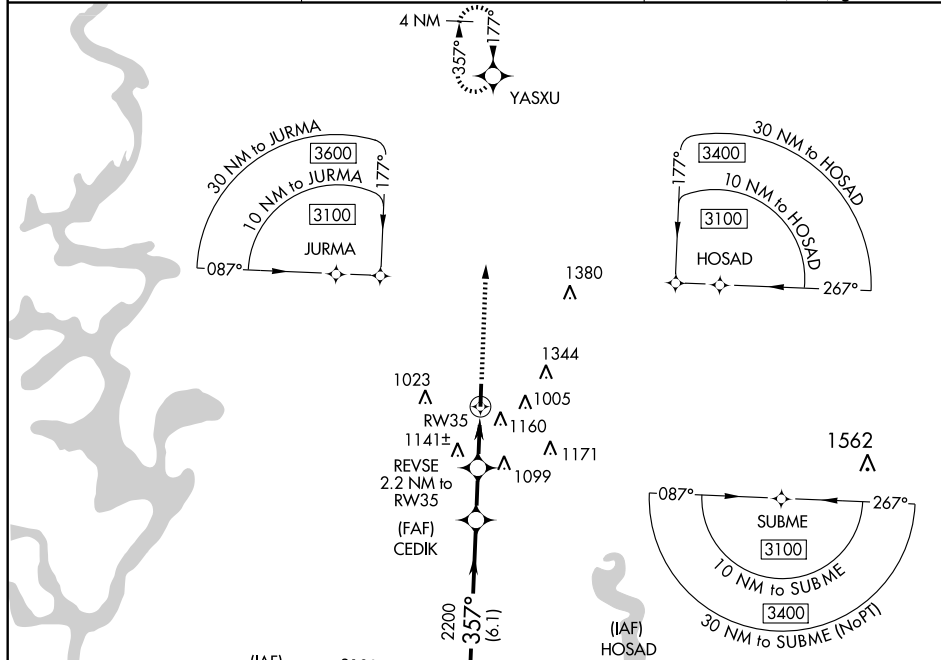


Diagram illustrating the YASU VOR/DME station and its associated procedures. The diagram shows the station layout, including the 3100 NoPT (5) heading 087°, the 267° heading (5), and the 357° heading (5). The holding pattern for the 3100 frequency is shown with a 4 NM radius and a 177° heading. The diagram also includes the VGSJ and RNAV glidepath, the CEDIK fix, and the RW35 runway. The diagram is labeled with 'ELEV 874' and '906A'.

TAHLEQUAH, OKLAHOMA

Amdt 1 08325

35° 56' N-95° 00' W

TAHLEQUAH MUNI (TQH)

## RNAV (GPS) RWY 35

SC-1. 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

**TIPTON MUNI** (108) 3 SW UTC-6(-5DT) N34°27.52' W99°10.28'

1248 B NOTAM FILE MLC

RWY 17-35: H3062X50 (ASPH) S-12 MIRL

RWY 17: Road.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

Ⓡ ALTUS APP/DEP CON 125.1 (Mon-Fri 1430-0830Z except Federal hols)

FORT WORTH CENTER APP/DEP CON 128.4 133.5 (Mon-Fri

0830-1430Z, Sat-Sun and Federal hols 24 hrs)

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

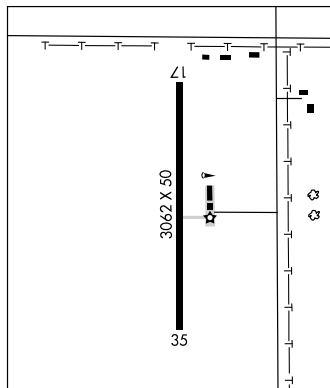
HOBART (L) VORTACW 111.8 HBR Chan 55 N34°51.99'

W99°03.80' 182° 25.0 NM to fld. 1472/10E.

DALLAS-FT. WORTH

L-17B

IAP



**TISHOMINGO AIRPARK** (ØF9) 2 S UTC-6(-5DT) N34°11.91' W96°40.47'

647 B NOTAM FILE MLC

RWY 17-35: H3100X60 (ASPH) S-12 MIRL

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Severe cracking and grass encroachment. Rotating bcn OTS indef. Rwy 17-35 MIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

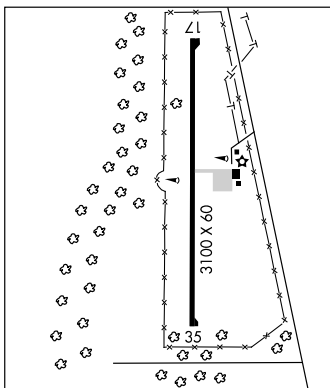
RADIO AIDS TO NAVIGATION: NOTAM FILE ADM.

ARDMORE (H) VORTACW 116.7 ADM Chan 114 N34°12.70'

W97°10.09' 086° 24.6 NM to fld. 937/6E.

DALLAS-FT. WORTH

L-17C



**TRAIL** N34°46.88' W98°24.14' NOTAM FILE MLC.

NDB (MHW) 388 OFZ 171° 7.9 NM to Henry Post AAF (Fort Sill).

DALLAS-FT. WORTH

L-17C

**TULOO** N35°28.29' W97°36.33' NOTAM FILE OKC.

NDB (MHW/LOM) 406 OK 170° 4.7 NM to Will Rogers World.

DALLAS-FT. WORTH

L-15D

## TULSA

**HARVEY YOUNG** (1H6) 7 E UTC-6(-5DT) N36°08.34' W95°49.50'

750 B S2 FUEL 100LL NOTAM FILE MLC

RWY 17-35: H2580X40 (ASPH)

RWY 17: Trees. RWY 35: Trees.

RWY N-S: 2580X80 (TURF)

RWY N: Trees. RWY S: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. Rwy 17 rgt tfc for helicopters. Ultralights on and invof arpt. Rwy N-S thld marked by 3' red/white markers.

COMMUNICATIONS: CTAF/UNICOM 122.8

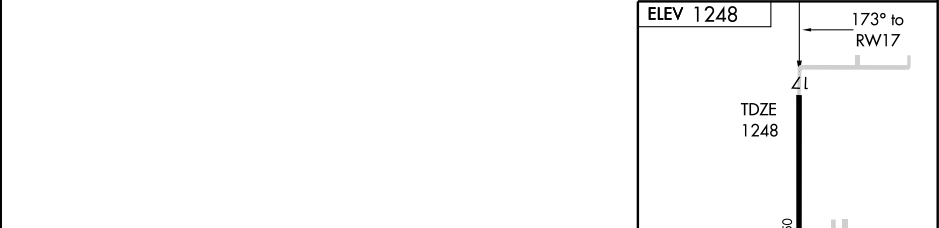
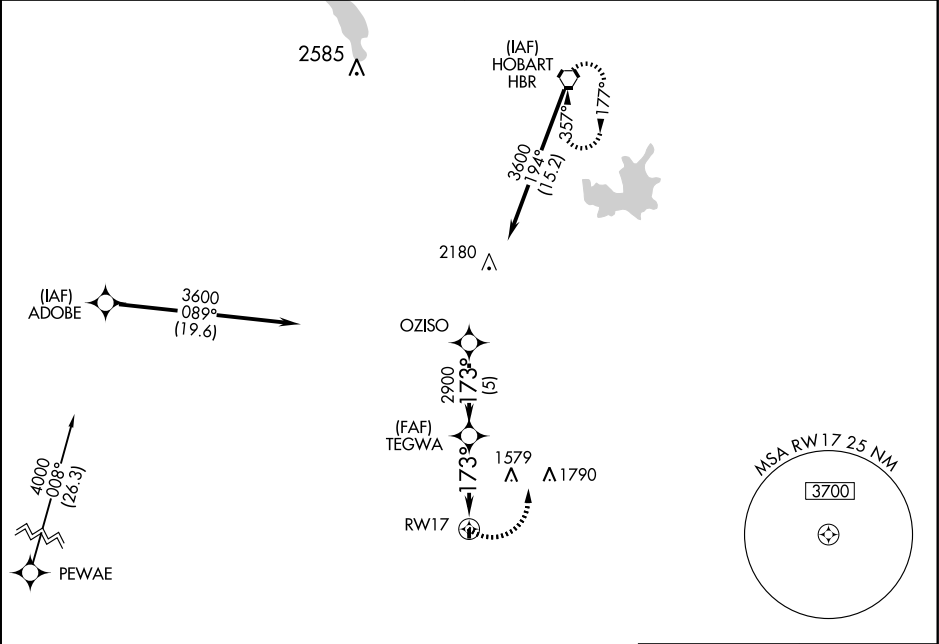
KANSAS CITY



APP CRS <b>173°</b>	Rwy Idg <b>3062</b> TDZE <b>1248</b> Apt Elev <b>1248</b>
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▲ NA Use Altus AFB altimeter setting.	MISSED APPROACH: Climbing left turn to 3600 direct HBR VORTAC and hold.
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ALTUS APP CON★ <b>125.1 257.725</b>	CTAF <b>122.9</b>
--	----------------------



	OZISO		TEGWA		3600	HBR
	3600		2900		173°	
Procedure Turn NA			3.04° TCH 40		RWY 17	
	5 NM		5 NM			
CATEGORY	A	B	C	D		
S-17	1760-1	512 (600-1)		NA		
CIRCLING	1780-1	532 (600-1)		NA		

ELEV 1248	173° to RWY 17
TDZE 1248	41
	3062 X 50
	35
MIRL Rwy 17-35	

VORTAC HBR <b>111.8</b> Chan <b>55</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>3062</b> <b>1248</b> <b>1248</b>
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# VOR/DME RWY 17

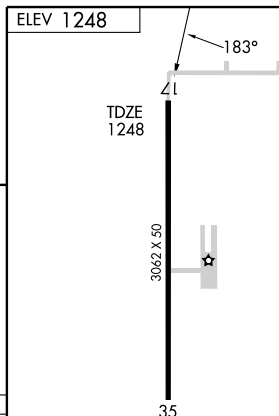
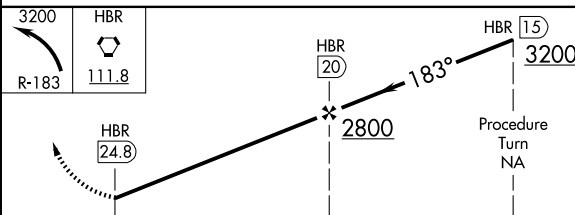
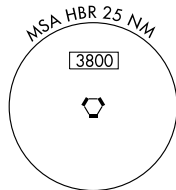
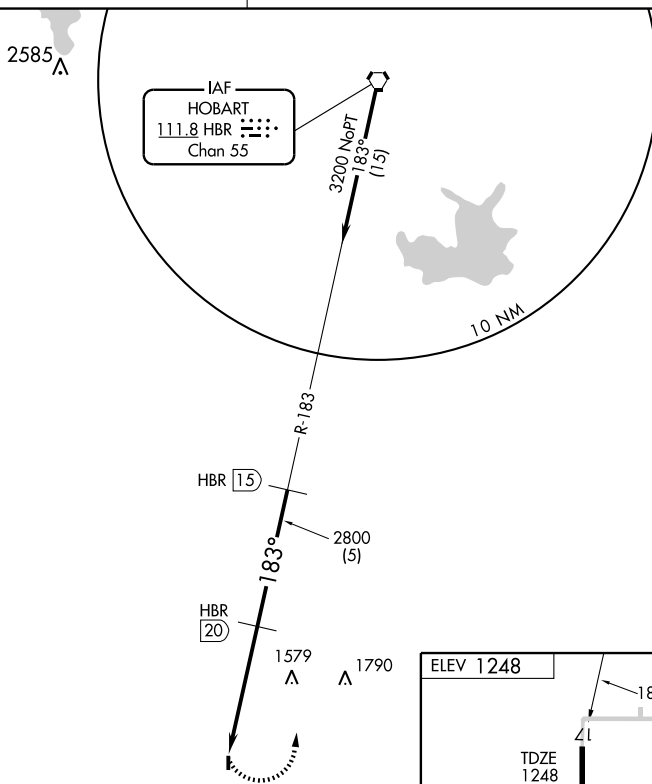
TIPTON MUNI (108)

▲ NA Use Altus AFB, OK altimeter setting.

MISSED APPROACH: Climbing left turn to 3200 to HBR VORTAC via R-183.

ALTUS APP CON ★  
**125.1 257.725**

CTAF  
**122.9**



CATEGORY	A	B	C	D
S-17	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	NA	
CIRCLING	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	NA	

MIRL Rwy 17-35

Knots	60	90	120	150	180
Min:Sec					

# AIRPORT DIAGRAM

AL-5427 (FAA)

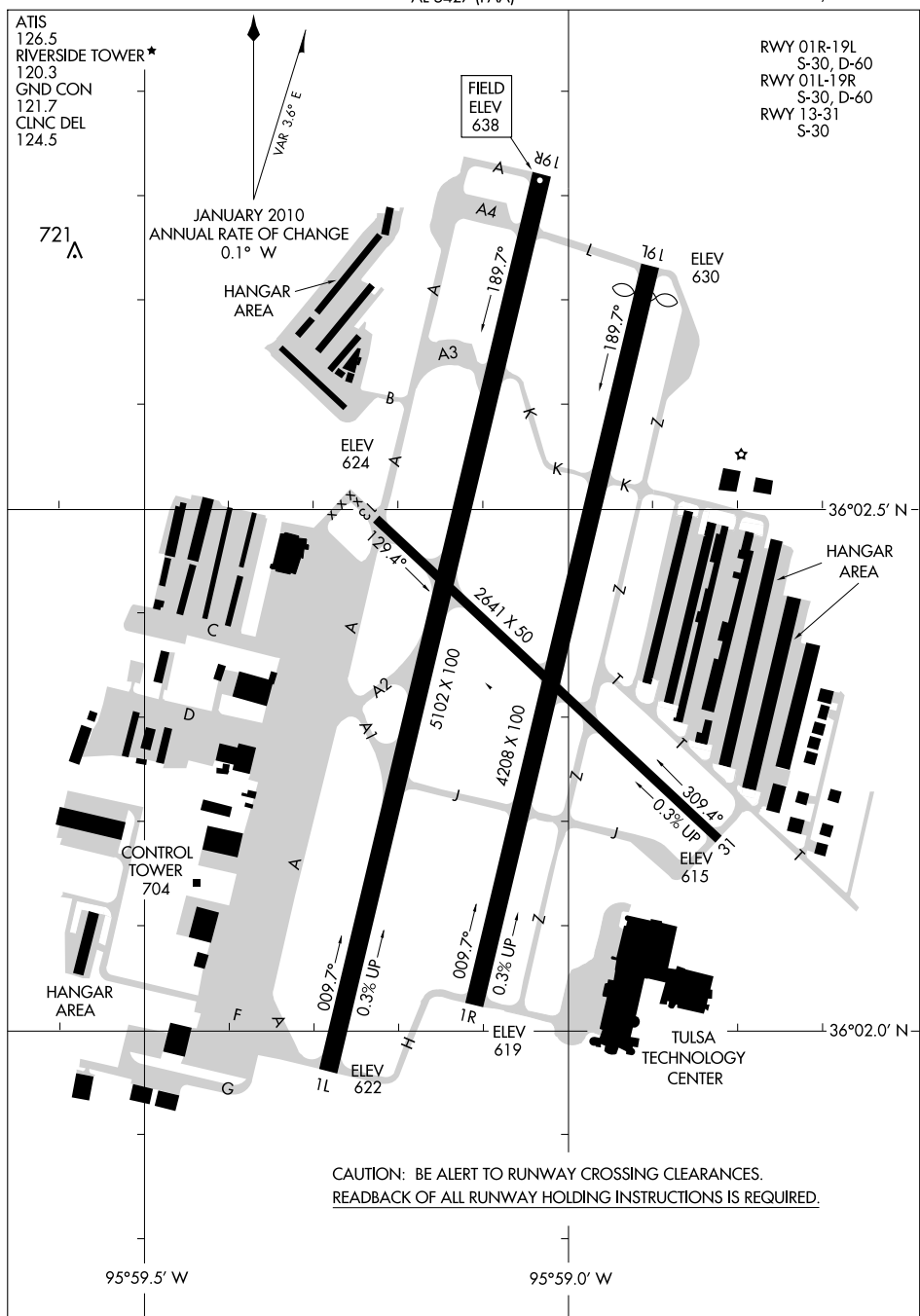
TULSA/ RICHARD LLOYD JONES JR. (RVS)  
TULSA, OKLAHOMA

ATIS  
126.5  
RIVERSIDE TOWER★  
120.3  
GND CON  
121.7  
CLNC DEL  
124.5

RWY 01R-19L  
S-30, D-60  
RWY 01L-19R  
S-30, D-60  
RWY 13-31  
S-30

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

TULSA, OKLAHOMA  
TULSA/ RICHARD LLOYD JONES JR. (RVS)

10210

**RICHARD LLOYD JONES JR.** (RVS) 5 S UTC-6(-5DT) N36°02.38' W95°59.08'

638 B S4 FUEL 100LL, JET A OX 4 TPA-1713(1075) NOTAM FILE RVS

RWY 01L-19R: H5102X100 (ASPH) S-30, D-60 HIRL 0.3% up N

RWY 01L: PAPI(P4L)—GA 3.0° TCH 21'.

RWY 19R: PAPI(P4L)—GA 3.2° TCH 22'. Trees. Rgt tfc.

RWY 01R-19L: H4208X100 (ASPH) S-30, D-60 MIRL  
0.3% up NE

RWY 01R: VASI(V2L)—GA 3.0° TCH 21'. Rgt tfc

RWY 19L: VASI(V2L)—GA 3.0° TCH 20'. Thld dspcd 142'. Road.

RWY 13-31: H2641X50 (ASPH) S-30 MIRL  
0.3% up NW

RWY 13: VASI(V2L)—GA 4.0° TCH 52'. Trees.

RWY 31: VASI(V2L)—GA 3.0° TCH 24'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended 1200-0400Z†. After hrs by prior arrangement. Fuel avbl 24 hrs with credit card. Numerous birds on and invof arpt. The NE, NW and SW ramps and portions of Taxiways C, D, G are not visible from tower. Noise Abatement: No turns on departure prior to 1500' MSL. When twr clsd HIRL Rwy 01L-19R preset med ints, to increase ints ACTIVATE-120.3, MIRL Rwy 13-31 and Rwy 01R-19L preset medium only.

**WEATHER DATA SOURCES:** ASOS (918) 299-0740. LAWRS.

**COMMUNICATIONS:** CTAF 120.3 ATIS 126.5 UNICOM 122.95

Ⓡ TULSA APP/DEP CON 134.7 (175°-355°) 119.85 (356°-174°)

RIVERSIDE TOWER 120.3 119.2 (1300-0400Z†) GND CON 121.7 PRE TAXI CLNC 124.5

**AIRSPACE:** CLASS D svc 1300-0400Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 218° 13.4 NM to fld. 770/8E.

GLENPOOL (T) VORW/DME 110.6 GNP Chan 43 N35°55.25' W95°58.12' 348° 7.2 NM to fld. 810/6E.

NOTAM FILE RVS.

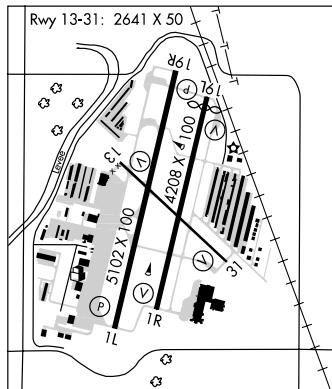
ILS 109.95 I-RVS Rwy 01L.

**COMM/NAV/WEATHER REMARKS:** Tower frequency 119.2 used only when advertised on ATIS.

KANSAS CITY

H-61, L-15E

IAP, AD



LOC I-RVS <b>109.95</b>	APP CRS <b>007°</b>	Rwy 1L Idg <b>5102</b> TDZE <b>626</b> Apt Elev <b>638</b>	Rwy 1R Idg <b>4208</b> TDZE <b>624</b> Apt Elev <b>638</b>
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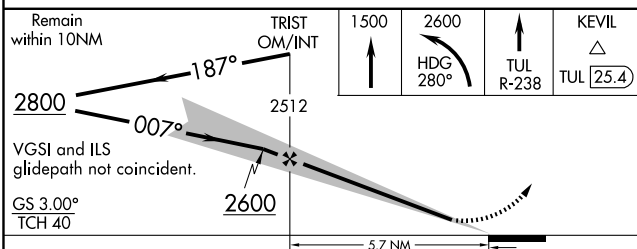
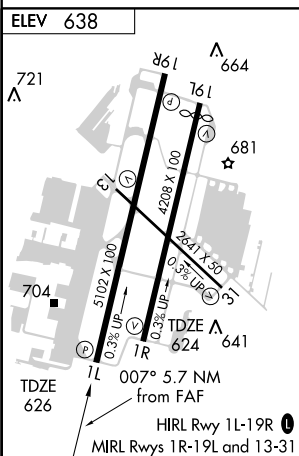
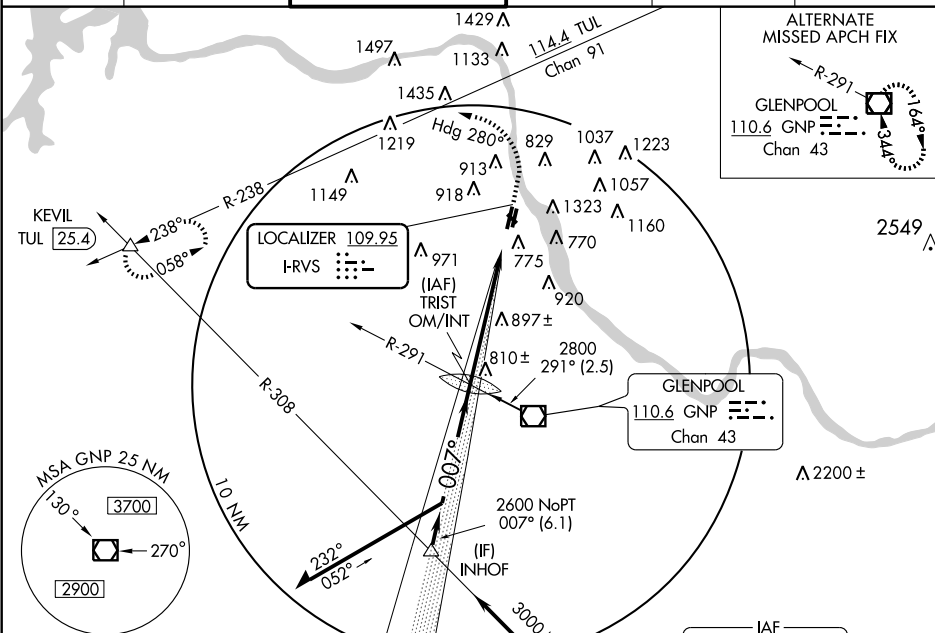
# ILS or LOC RWY 1L

TULSA/ RICHARD LLOYD JONES JR. (RVS)

▼ Circling NA northeast of Rwy 31 and 19L. If local altimeter setting not received, use Tulsa Intl altimeter setting: increase DA to 856 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS <b>126.5</b>	TULSA APP CON <b>119.85</b>	RIVERSIDE TOWER ★ <b>120.3</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	CLNC DEL <b>124.5</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 1L	826- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )			
S-LOC 1L	1120-1	494 (500-1)	1120-1 $\frac{1}{4}$ 494 (500-1 $\frac{1}{4}$ )	1120-1 $\frac{1}{2}$ 494 (500-1 $\frac{1}{2}$ )
SIDESTEP RWY 1R	1200-1	576 (600-1)	1200-1 $\frac{1}{2}$ 576 (600-1 $\frac{1}{2}$ )	1200-2 576 (600-2)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 $\frac{1}{4}$ 642 (700-1 $\frac{1}{4}$ )	1280-2 642 (700-2)

WAAS CH <b>97321</b> <b>W01A</b>	APP CRS <b>007°</b>	Rwy Idg TDZE Apt Elev	<b>5102</b> <b>626</b> <b>638</b>
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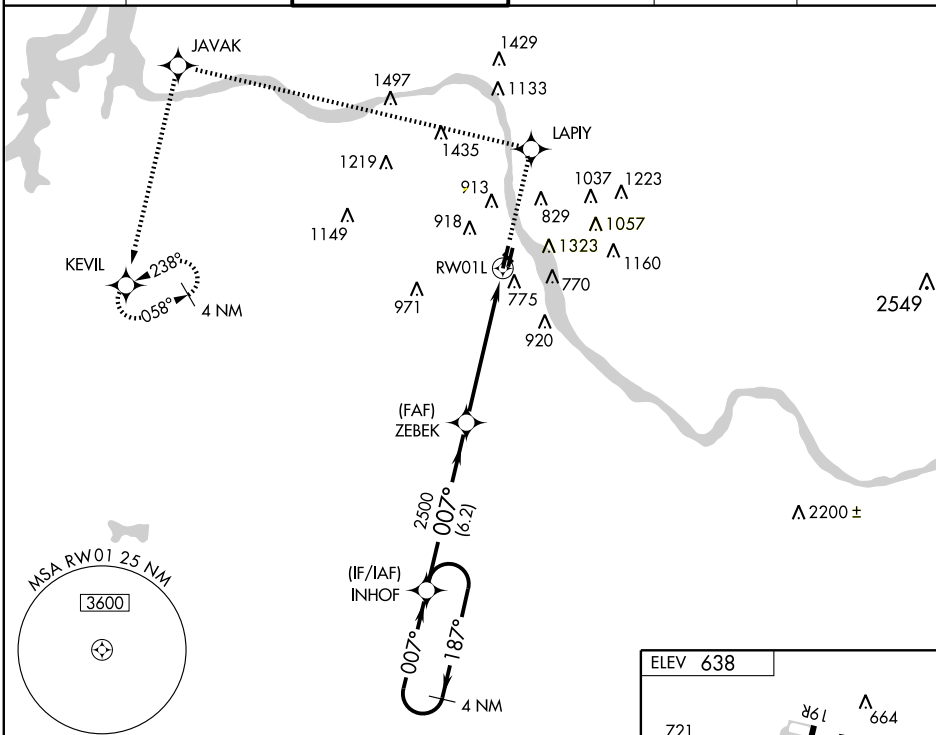
## RNAV (GPS) RWY 1L

TULSA/RICHARD LLOYD JONES JR. (RVS)

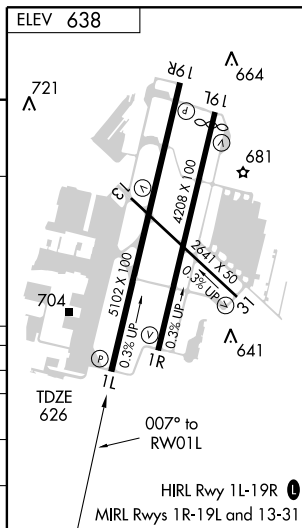
**T** DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 40 feet.  
**A** Circling NA northeast of runways 31 and 19L.

MISSED APPROACH: Climb to 2600 direct LAPIY, then left turn via 277° track to JAVAK, then left turn via 187° track to KEVIL and hold.

ATIS <b>126.5</b>	TULSA APP CON <b>119.85</b>	RIVERSIDE TOWER ★ <b>120.3</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	CLNC DEL <b>124.5</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		2600 ↑	LAPIY ✱	tr 277° ↻	JAVAK ✱	tr 187° ↻	KEVIL ✱
INHOV							



TULSA, OKLAHOMA

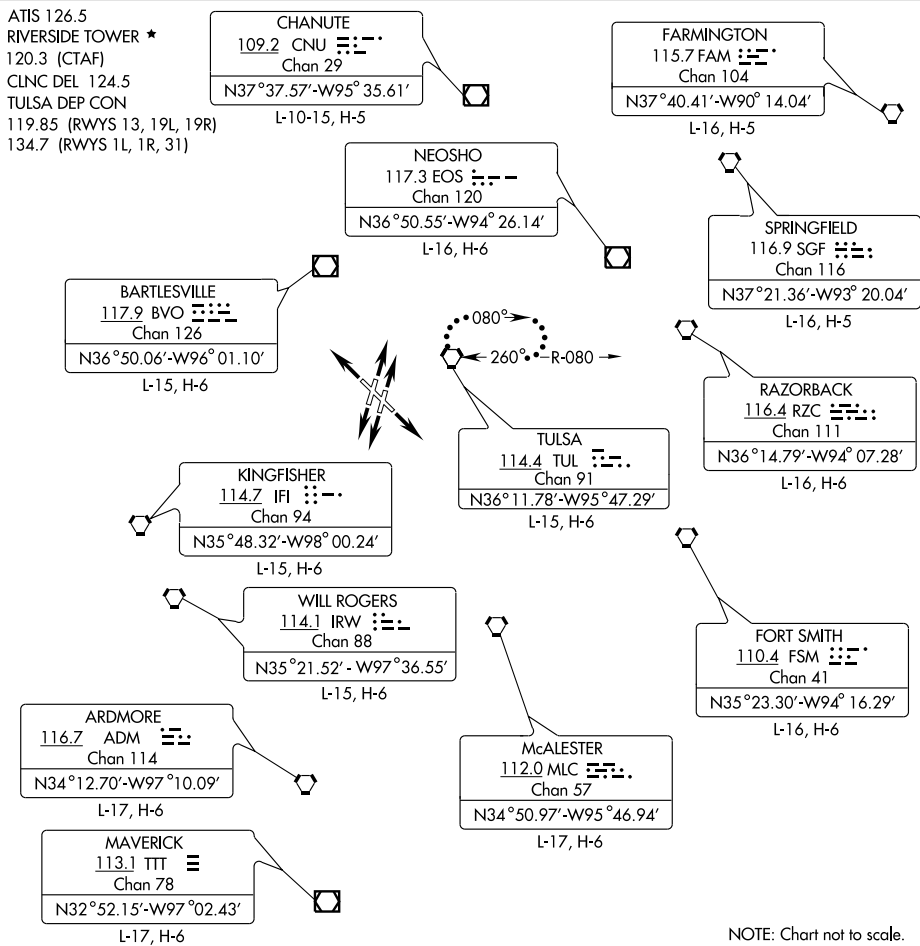
Orig 10154

TULSA/RICHARD LLOYD JONES JR. (RVS)

36°02' N-95°59' W

RNAV (GPS) RWY 1L

## TULSA FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

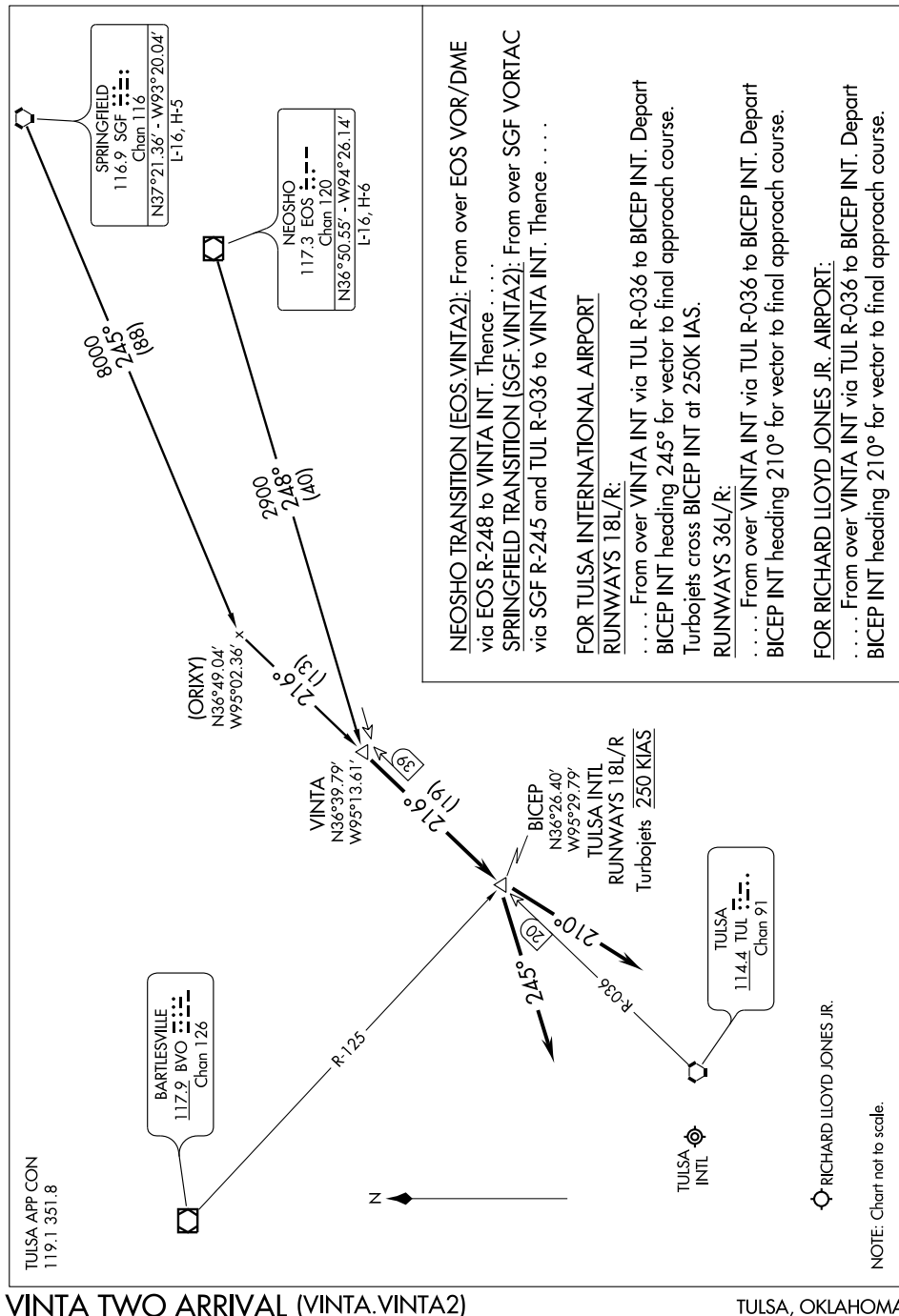
Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

**LOST COMMUNICATIONS:** Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

## VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010





VORTAC TUL <b>114.4</b> Chan <b>91</b>	APP CRS <b>037°</b>	Rwy Idg <b>NA</b> TDZE <b>NA</b> Apt Elev <b>638</b>
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VOR/DME-A

TULSA/RICHARD LLOYD JONES JR. (RVS)

**T** When local altimeter setting not received, use Tulsa Intl  
**A** altimeter setting and increase MDA 40 feet; increase  
Cat C/D visibilities  $\frac{1}{4}$  mile. Circling NA northeast of Rwy  
31 and 19L.

**MISSED APPROACH:** Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

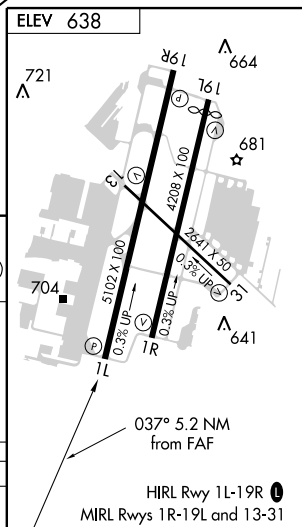
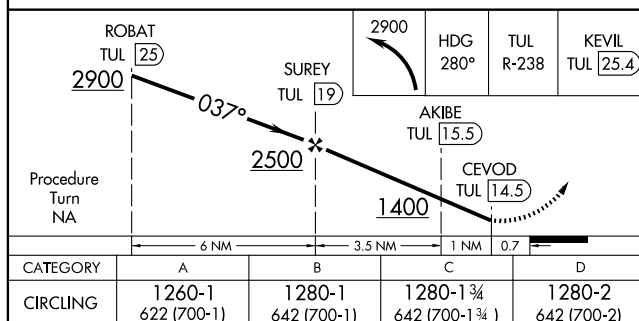
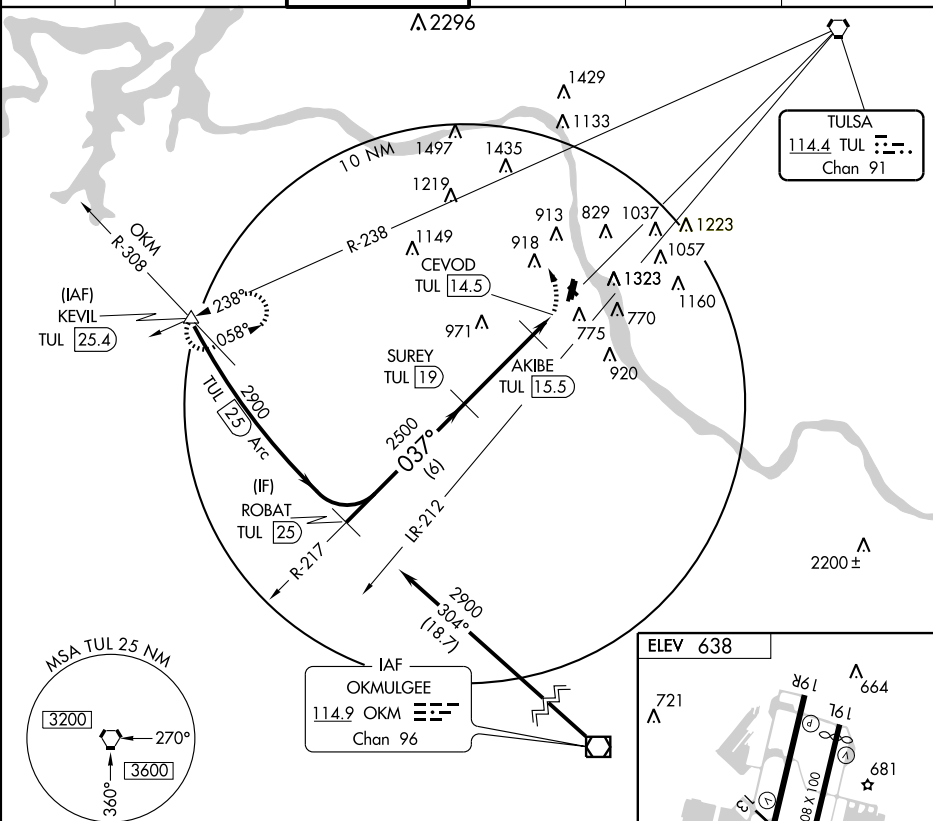
ATIS  
126.5

TULSA APP CON  
**119.85**

RIVERSIDE TOWER★  
120.3 (CTAF) L

GND CON  
**121.7**

CLNC DEL  
**124.5**

UNICOM  
122.95

TULSA, OKLAHOMA  
Amdt 7 10098

TULSA/RICHARD LLOYD JONES JR. (RVS)

VOR/DME-A

36°02' N-95°59' W

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

VOR/DME GNP <u>110.6</u> Chan <b>43</b>	APP CRS <b>344°</b>	Rwy Idg <b>5102</b> TDZE <b>626</b> Apt Elev <b>638</b>
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VOR RWY 1L

TULSA/ RICHARD LLOYD JONES JR. (RVS)

**T** Circling not authorized northeast of Rwy 31 and 19L.  
If local altimeter setting not received; use Tulsa Intl  
altimeter setting and increase all MDAs 40 ft.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL Int and hold.

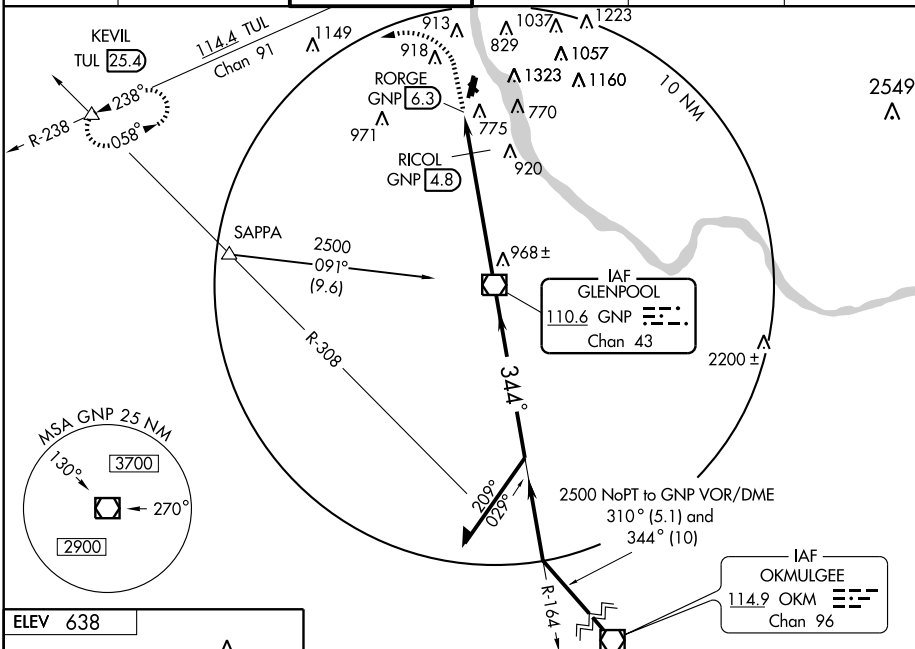
ATIS  
126.5

TULSA APP CON  
**119.85**

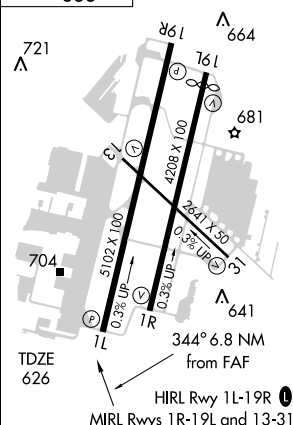
RIVERSIDE TOWER  
**120.3** (CTAF) 

GND CON  
121.7

CLNC DEL  
**124.5**

UNICOM  
122.95

ELEV	638
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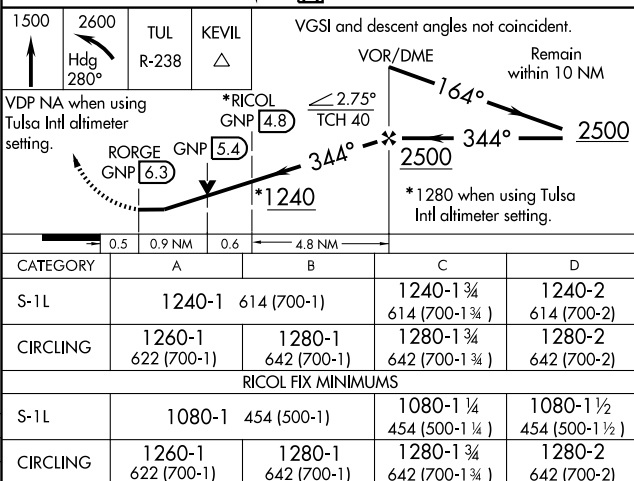


Knots	60	90	120	150	180
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Min:Sec	6:18	4:12	3:09	2:31	2:06
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TULSA, OKLAHOMA

Amdt 4C 10098



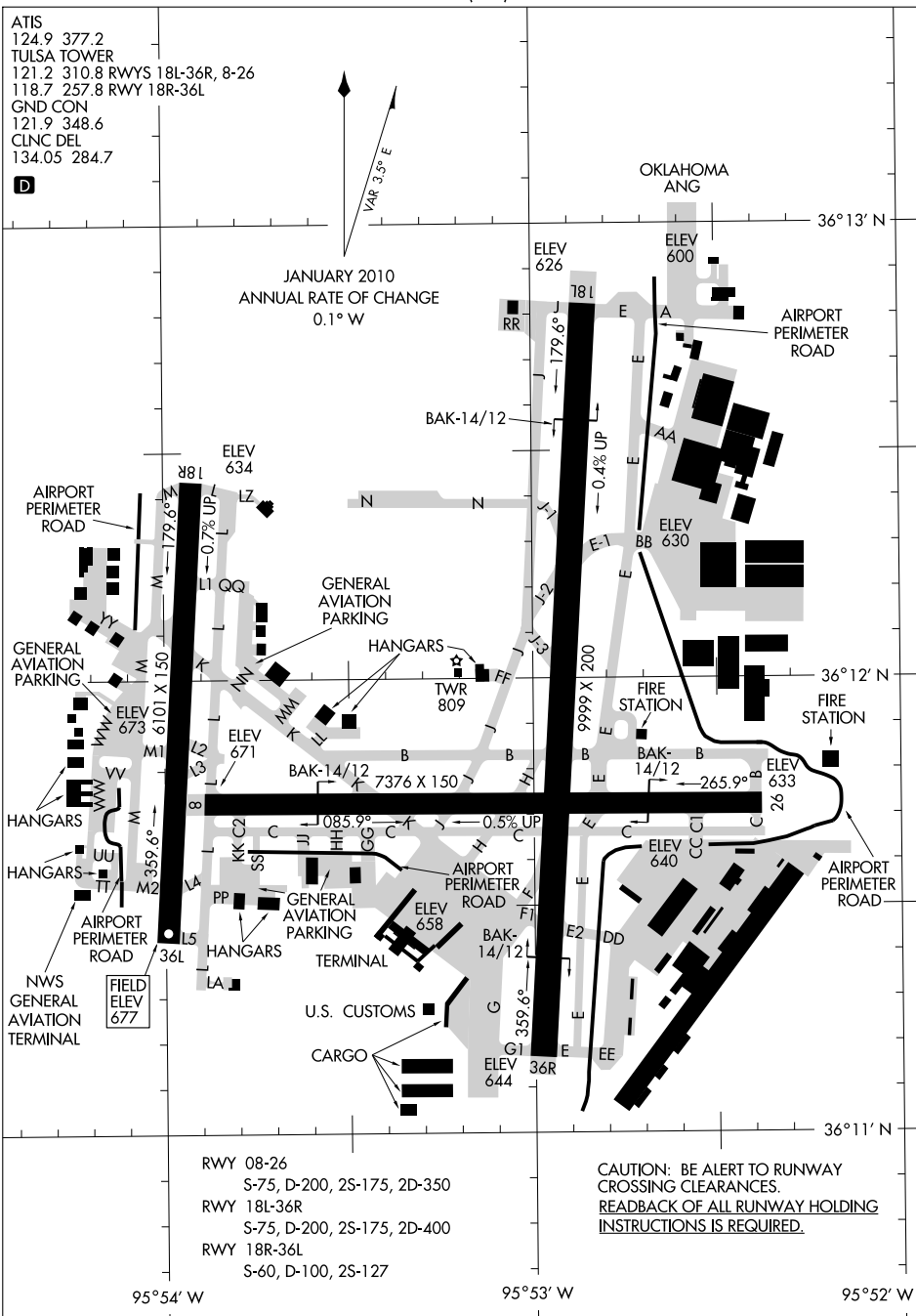
TULSA/ RICHARD LLOYD JONES JR. (RVS)

VOR RWY 1L

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

36°02' N-95°59' W



**TULSA INTL** (TUL) 5 NE UTC-6(-5DT) N36°11.90' W95°53.29'

677 B S4 FUEL 100LL, JET A, A1, B OX 1, 2, 3, 4 LRA Class I, ARFF Index D

NOTAM FILE TUL

**Rwy 18L-36R:** H9999X200 (CONC-GRVD) S-75, D-200, 2S-175, 2D-400 HIRL CL

**Rwy 18L:** MALS. PAPI(P4L)—GA 2.75° TCH 53'. Tree. 0.4% up.

**Rwy 36R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 57'. Tree.

**Rwy 08-26:** H7376X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350 HIRL 0.5% up W

**Rwy 08:** REIL. PAPI(P4L)—GA 3.0° TCH 52'. Tree.

**Rwy 26:** REIL. PAPI(P4L)—GA 3.0° TCH 57'.

**Rwy 18R-36L:** H6101X150 (ASPH-GRVD) S-60, D-100, 2S-127 HIRL 0.7% up S

**Rwy 18R:** REIL. PAPI(P4L)—GA 2.75° TCH 63'. Tree.

**Rwy 36L:** REIL. PAPI(P4L)—GA 3.0° TCH 50'. Road.

#### RUNWAY DECLARED DISTANCE INFORMATION

**Rwy 08:** TORA-7376 TODA-7376 ASDA-7376 LDA-7376

**Rwy 18L:** TORA-9999 TODA-9999 ASDA-9999 LDA-9999

**Rwy 18R:** TORA-6101 TODA-6101 ASDA-6101 LDA-6101

**Rwy 26:** TORA-7376 TODA-7376 ASDA-7376 LDA-7376

**Rwy 36L:** TORA-6101 TODA-6101 ASDA-6101 LDA-6101

**Rwy 36R:** TORA-9999 TODA-9999 ASDA-9999 LDA-9999

#### ARRESTING GEAR/SYSTEM

**Rwy 08 BAK-14 BAK-12A (B) (1500')**

**Rwy 18L BAK-14 BAK-12A (B) (1566')**

**BAK-14 BAK-12A (B) (1500') Rwy 26**

**BAK-14 BAK-12A (B) (1312') Rwy 36R**

**AIRPORT REMARKS:** Attended continuously. 4000' blacktop track 1.5 NM E Rwy 26; do not mistake for rwy. Rwy 18L-36R center 140' grooved. Irregular wind pattern AER 18R. Noise abatement in effect all rwys, climb to 3000' as soon as possible after tkr. Taxilane QQ not visible from twr. Twy DD clsd indef. Twy CC clsd indef. Taxilanes L, LA, and NN not visible from twr. Twy L south of Twy L5 not visible from twr. The following areas are restricted to weights indicated: Twy JJ S-35, Twy M-2 S-35/D-52, Twy HH S-45/D-60, Twy L north of Rwy 08-26 S-55/D-60, Twy L south of Twy C S-37/D-48, Twy L4 S-45/D-60. Twy J2 lead off lgts OTS indef. HIRL Rwy: 08-26 and Rwy 18R-36L turned off 0500-1100Z†. Twy lgts turned off 0500-1100Z† except Twys E, J, H, G and F. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Aerobatic Practice Area and Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (918) 838-8437. LLWAS. TDWR.

**COMMUNICATIONS:** D-ATIS 124.9 (918) 834-3764 UNICOM 122.95

RCO 123.65 122.2 (MC ALESTER RADIO)

Ⓡ APP/DEP CON 124.0 (175°-354°) 119.1 (355°-174°)

TOWER 118.7 (Rwy 18R-36L) 121.2 (Rwy 18L-36R and Rwy 08-26) GND CON 121.9 CLNC DEL 134.05

PRE-TAXI CLNC 134.05

**AIRSPACE:** CLASS C svc continuous etc APP CON

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUL.

(H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 264° 4.9 NM to fld. 770/8E.

DME unusable 248°-258° byd 23 NM blo 3100'.

OWASO NDB (LOM) 375 DW N36°18.44' W95°52.52' 180° 6.6 NM to fld.

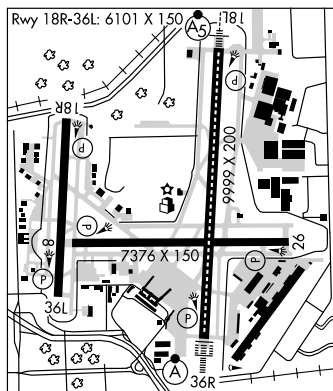
OILLR NDB (LOM) 338 TU N36°05.84' W95°53.33' 353° 6.1 NM to fld.

ILS/DME 109.7 I-DWE Chan 34 Rwy 18L. Class IE. LOM OWASO NDB.

ILS/DME 110.3 I-TUL Chan 40 Rwy 36R. Class IIE. LOM OILLR NDB.

ILS 111.1 I-TJY Rwy 18R. Class IA.

ASR



TULSA, OKLAHOMA

HI-VOR/DME or TACAN RWY 26

VORTAC TUL 114.4 Chan 91	APCH CRS 262°	Rwy ldg TDZE 651 Arpt Elev 677
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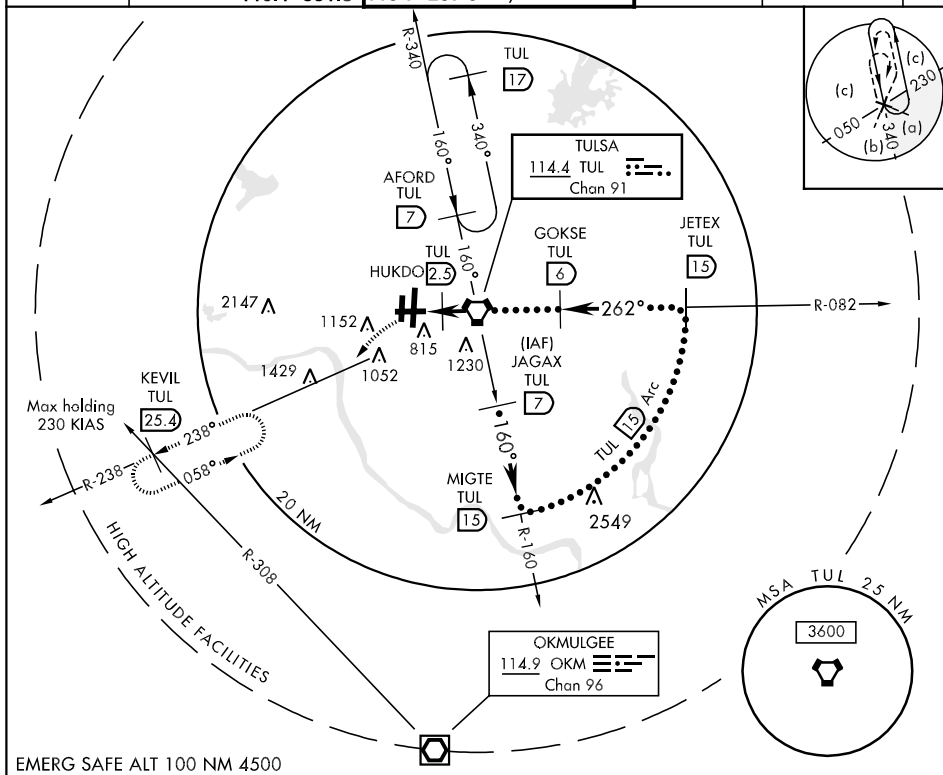
JAL-432 [USAF]

TULSA INTL (KTUL)

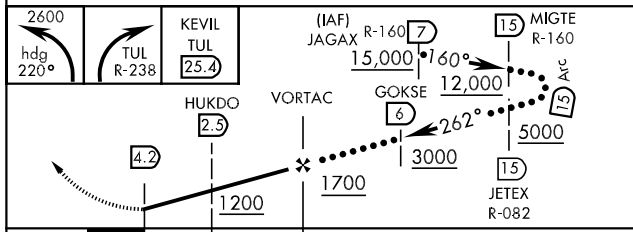
▼  
\* CAT E circling not authorized S of Rwy 08-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

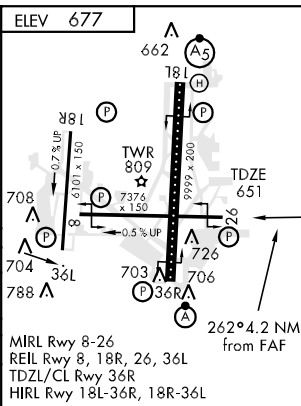
ATIS 124.9 377.2	TULSA APP CON 175°-354° 124.0 338.3 355°-174° 119.1 351.8	TULSA TOWER 121.2 310.8 Rwy 18L-36R, 8-26 118.7 257.8 Rwy 18R-36L	GND CON 121.9 348.6	CLNC DEL 134.05 284.7	ASR
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EMERG SAFE ALT 100 NM 4500



CATEGORY	C	D	E
S-26	1060-1½ 409 (400-1½)	1060-1½ 409 (400-1½)	1060-1½ 409 (400-1½)
CIRCLING *	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2½ 623 (700-2½)
S-ASR 26	1060-1½ 409 (400-1½)	1060-1½ 409 (400-1½)	1060-1½ 409 (400-1½)



TULSA, OKLAHOMA

36°12'N-95°53'W

TULSA INTL (KTUL)

Amdt 3 08213

HI-VOR/DME or TACAN RWY 26

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

# ILS or LOC RWY 18L

## TULSA INTL (TUL)

LOC/DME I-DWE <b>109.7</b> Chan <b>34</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>9999</b> <b>681</b> <b>677</b>
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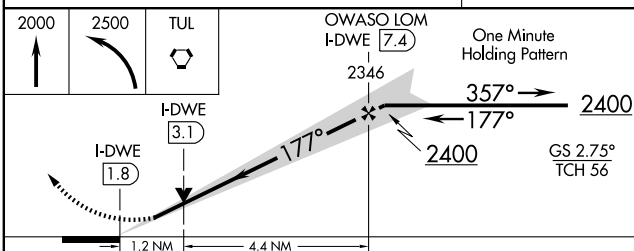
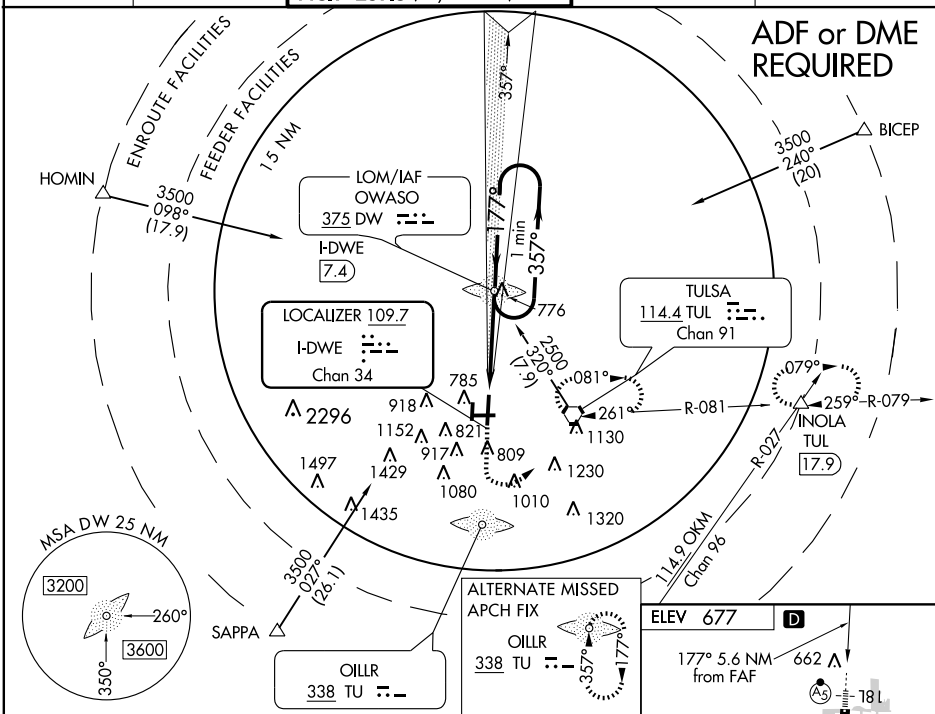
**T** Circling NA for Cat. E south of runway 8-26.  
**A** Autopilot coupled approach NA below 1288.  
**ASR** For inoperative MALSR, increase S-LOC 18L Cat. E visibility to 1½ mile and, increase S-ILS 18L Cat. E visibility to RVR 4000.

MALSR

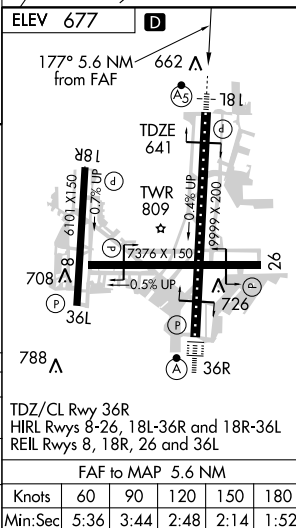


**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 1800 then climbing left turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound.)

ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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CATEGORY	A	B	C	D	E
S-ILS 18L	841/24 200 (200-½)				
S-LOC 18L	1040/24 399 (400-½)		1040/40 399 (400-¾)	1040/50 399 (400-1)	
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)



TULSA, OKLAHOMA

Amdt 15 10266

36°12'N - 95°53'W

TULSA INTL (TUL)

# ILS or LOC RWY 18L

# ILS or LOC RWY 18R

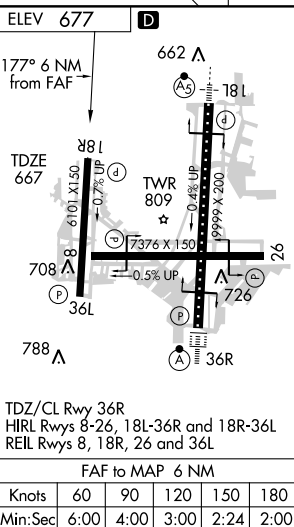
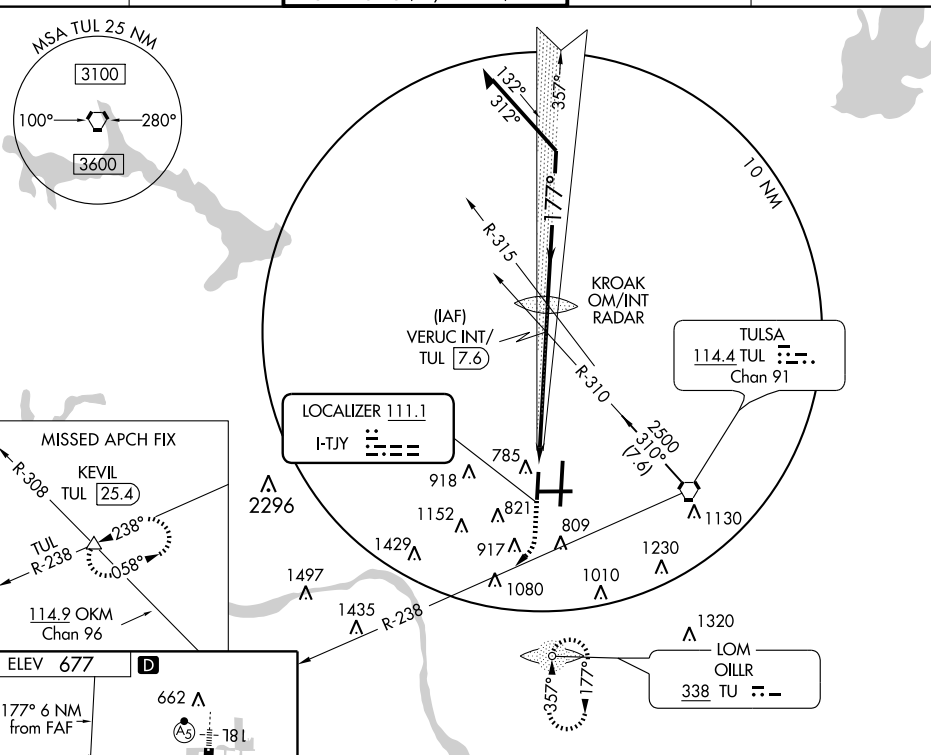
TULSA INTL (TUL)

LOC I-TJY <b>111.1</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>6101</b> <b>667</b> <b>677</b>
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MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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1400 ↑	2600 ↘ TUL R-238	KEVIL △	VERUC INT/ TUL 7.6		VGSI and ILS glidepath not coincident.			
			KROAK OM/INT RADAR 2479		Remain within 10 NM			
			177°		357°		177°	
			2500		2500		2500	
			5 NM		1 NM		GS 2.75° TCH 60	
CATEGORY	A		B		C		D	
S-ILS 18R			867-¾		200 (200-¾)			
S-LOC 18R	1080-1		413 (500-1)		1080-1¼		413 (500-1¼)	
CIRCLING	1120-1 443 (500-1)		1140-1 463 (500-1)		1140-1½ 463 (500-1½)		1300-2 623 (700-2)	

## ILS or LOC RWY 36R

TULSA INTL (TUL)

For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and increase S-LOC 36R Cat E visibility to 2 1/4 mile. YEPUT fix minimums: For ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1 1/2 mile.



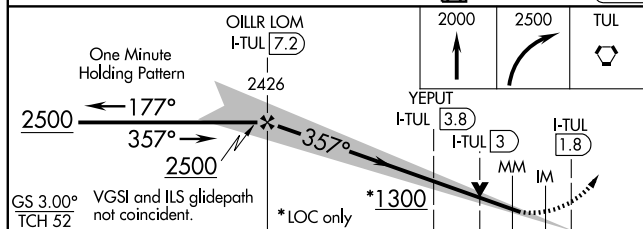
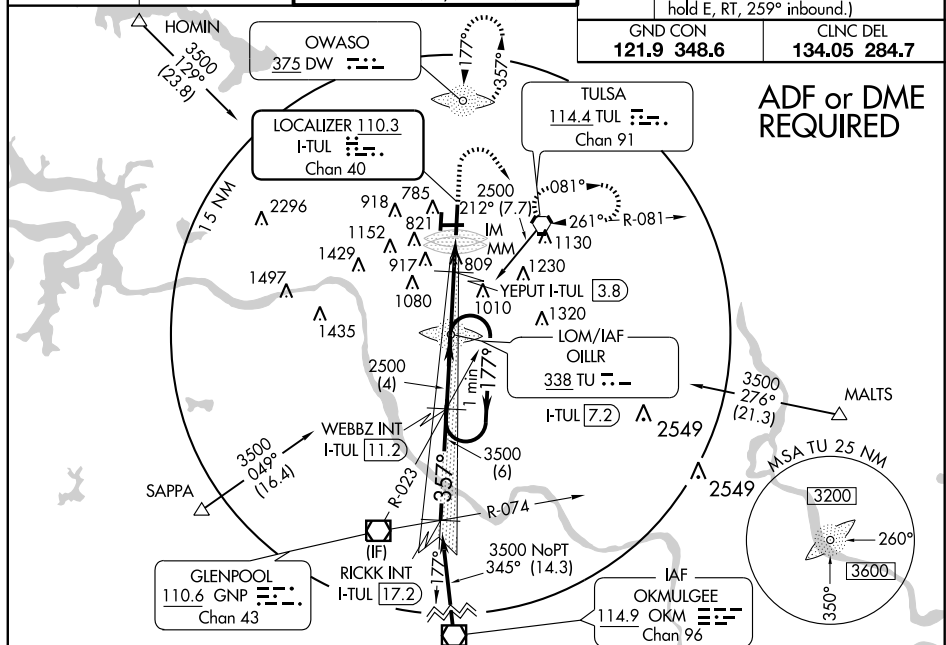
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

ATIS **124.9 377.2** TULSA APP CON **124.0 338.3** TULSA TOWER **121.2 310.8** (Rwys 18L-36R, 8-26) **118.7 257.8** (Rwy 18R-36L)

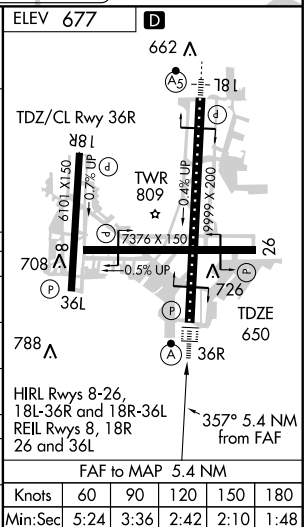
GND CON **121.9 348.6**

CLNC DEL **134.05 284.7**

ADF or DME  
REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 36R		850/18	200 (200-1/2)		850/24 200 (200-1/2)
S-LOC 36R	1300/24	650 (700-1/2)	1300/60 650 (700-1 1/4)	1300-1 1/2 650 (700-1 1/2)	1300-1 3/4 650 (700-1 3/4)
CIRCLING	1300-1	623 (700-1)	1300-1 3/4 623 (700-1 3/4)	1300-2 623 (700-2)	NA
YEPUT FIX MINIMUMS					
S-LOC 36R	1060/24	410 (400-1/2)	1060/40	410 (400-3/4)	1060/50 410 (400-1)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1 1/2 463 (500-1 1/2)	1300-2 623 (700-2)	NA





LOC/DME I-TUL <b>110.3</b> Chan <b>40</b>	APP CRS <b>357°</b>	Rwy Idg <b>9999</b> TDZE <b>650</b> Apt Elev <b>677</b>
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ILS RWY 36R (CAT II)  
TULSA INTL (TUL)

**▼** For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and  
**▲** increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For  
 ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

ALSF-2

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E. RT. 259° inbound.)

ATIS  
124.9 377.2

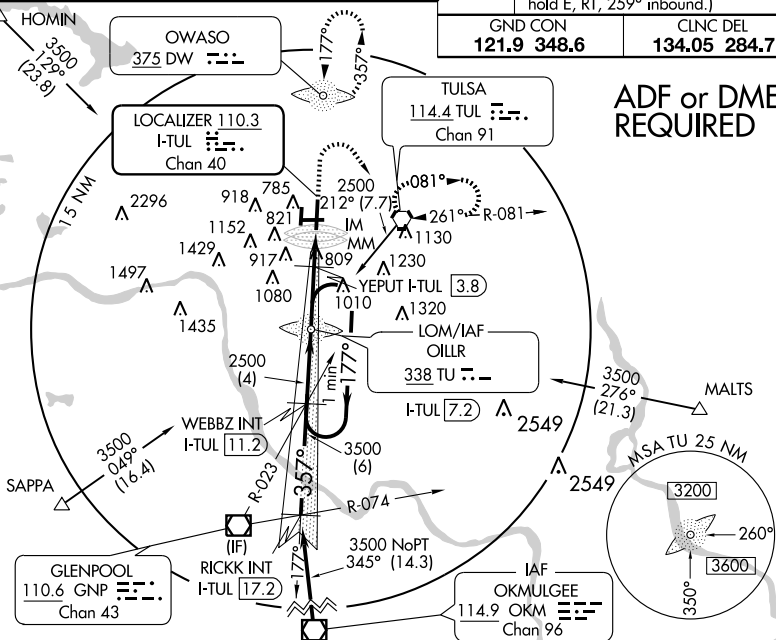
TULSA APP CON  
124.0 338.3

TULSA TOWER	
121.2	310.8 (Rwys 18L-36R, 8-26)
118.7	257.8 (Rwy 18R-36L)

GND CON	
121.9	348.6

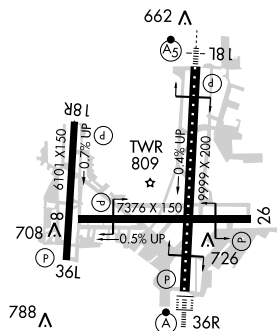
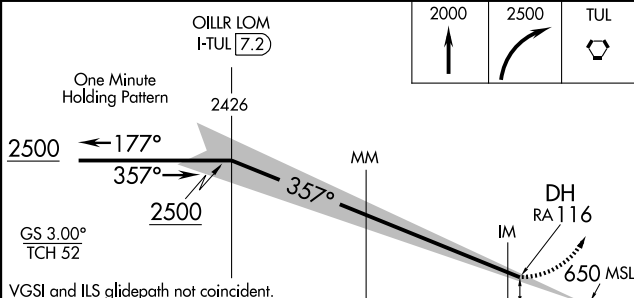
CLNC DEL  
34.05 284.7

ADF or DME  
REQUIRED



ELEV 677

**D**



TDZE  
6.50

CATEGORY	A	B	C	D
S-ILS 36R	RA 116/12 100 DA 750			

TDZ/CL Rwy 36R  
HIRL Rwys 8-26, 18L-36R and 18R-36L  
REIL Rwys 8, 18R, 26 and 36L

TULSA, OKLAHOMA  
Amdt 29A 10266

36°12'N - 95°53'W

TULSA INTL (TUL)  
ILS RWY 36R (CAT II)

SC-1. 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS <b>083°</b>	Rwy Idg TDZE <b>671</b>	<b>7376</b>
	Apt Elev <b>677</b>	

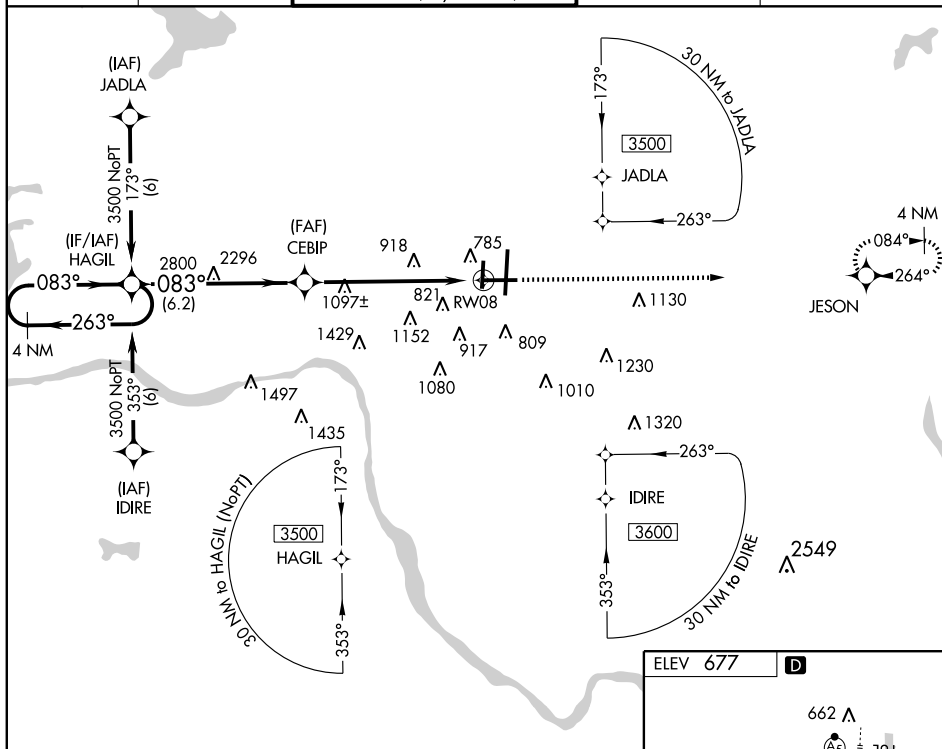
# RNAV (GPS) RWY 8

TULSA INTL (TUL)

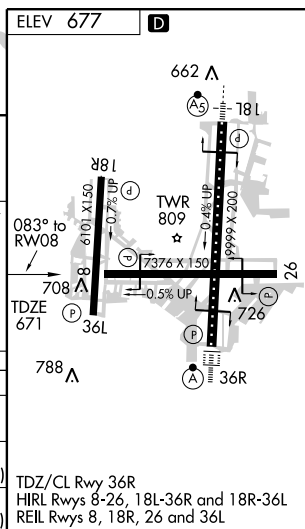
**V** Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).  
**A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ASR

MISSED APPROACH: Climb to 3600 direct JESON and hold.

ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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4 NM Holding Pattern HAGIL 3500 ← 263° / 083° → GS 3.00° TCH 52 2800 6.2 NM 4.3 NM 2.1 NM 3600 JESON * 2.1 NM to RWY 8 * LNAV only					
CATEGORY	A	B	C	D	E
LNAV/VNAV DA	1085-1½ 414 (500-1½)				
LNAV MDA	1380-1 709 (800-1)	1380-2 709 (800-2)	1380-2¼ 709 (800-2¼)	1380-2½ 709 (800-2½)	
CIRCLING	1380-1 703 (800-1)	1380-2 703 (800-2)	1380-2¼ 703 (800-2¼)	1380-2½ 703 (800-2½)	





APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev <b>6101</b> <b>677</b>
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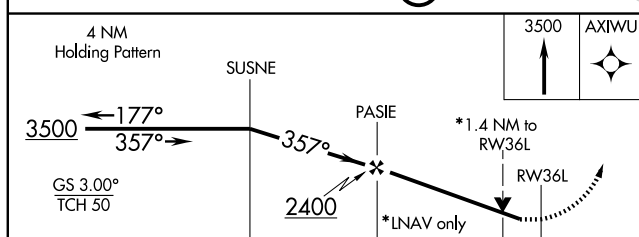
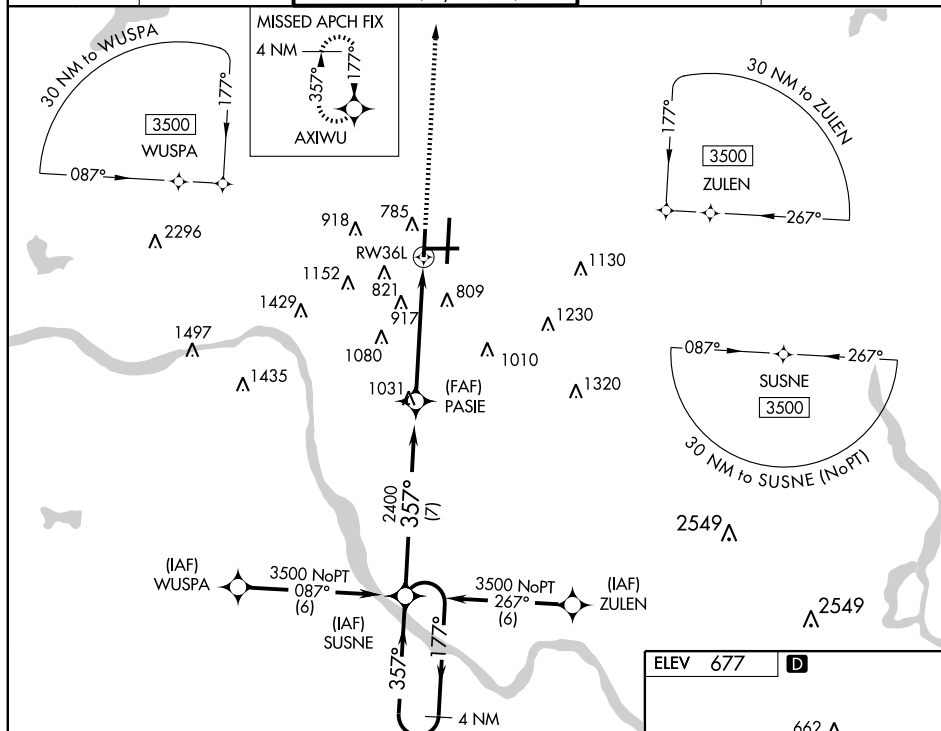
# RNAV (GPS) RWY 36L

TULSA INTL (TUL)

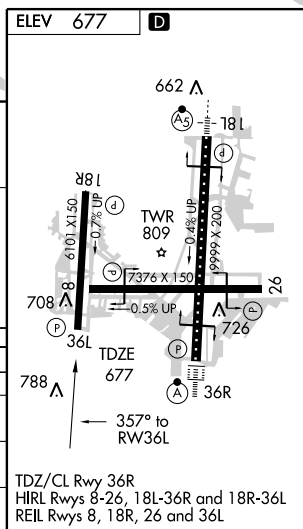
**⚠** Cat. E circling not authorized south of Rwy 8-26.  
 Baro-VNAV NA BELOW -16°C (3°F).  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to  
 3500 direct AXIWU and hold.

ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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CATEGORY	A	B	C	D
GLS PA DA	NA			
RNAV/VNAV DA	1104-1½ 427 (500-1½)			
RNAV MDA	1180-1 503 (600-1)	1180-1½ 503 (600-1½)	1300-2 623 (700-2)	
CIRCLING	1180-1 503 (600-1)	1180-1½ 503 (600-1½)	1300-2 623 (700-2)	



WAAS CH <b>82214</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg TDZE <b>650</b> Apt Elev <b>677</b>	<b>9999</b>
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## RNAV (GPS) RWY 36R

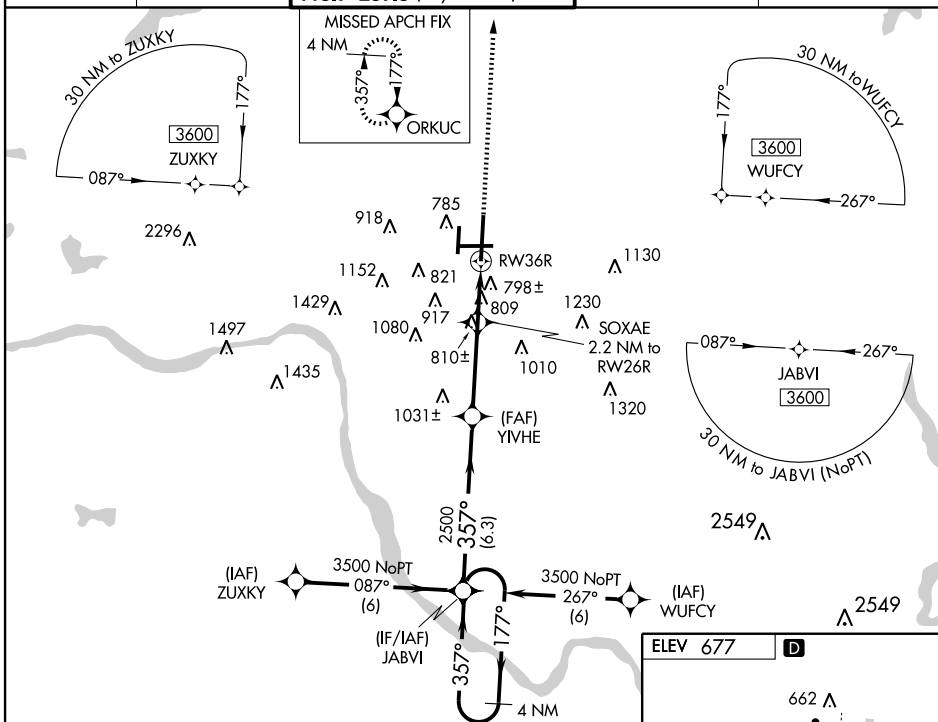
TULSA INTL (TUL)

**T** Circling NA for Cat E south of runway 8-26. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.  
**ASR** For inoperative ALSF increase LPV Cat E visibility ¼ mile, LNAV/VNAV Cat E and LNAV Cat E visibility ½ mile.



**MISSED APPROACH:**  
 Climb to 3500 direct  
 ORKUC and hold.

ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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4 NM Holding Pattern

JABVI

YIVHE

SOXAE  
2.2 NM to RW36R

3500 ORKUC

3500

←177°

357°→

357°→

357°→

GS 3.00°  
TCH 52

VGSI and RNAV  
glidepath not coincident.

2500

\*1400

\*1.3 NM to RW36R

RW36R

\*1.3 NM to RW36R

\*1.3 NM to RW36R

\*1.3 NM to RW36R

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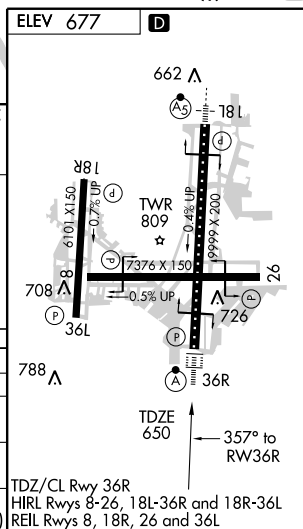
\*1.3 NM to RW36R

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\*1.3 NM



WAAS CH <b>69614</b> <b>W18B</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>6101</b> <b>667</b> <b>677</b>
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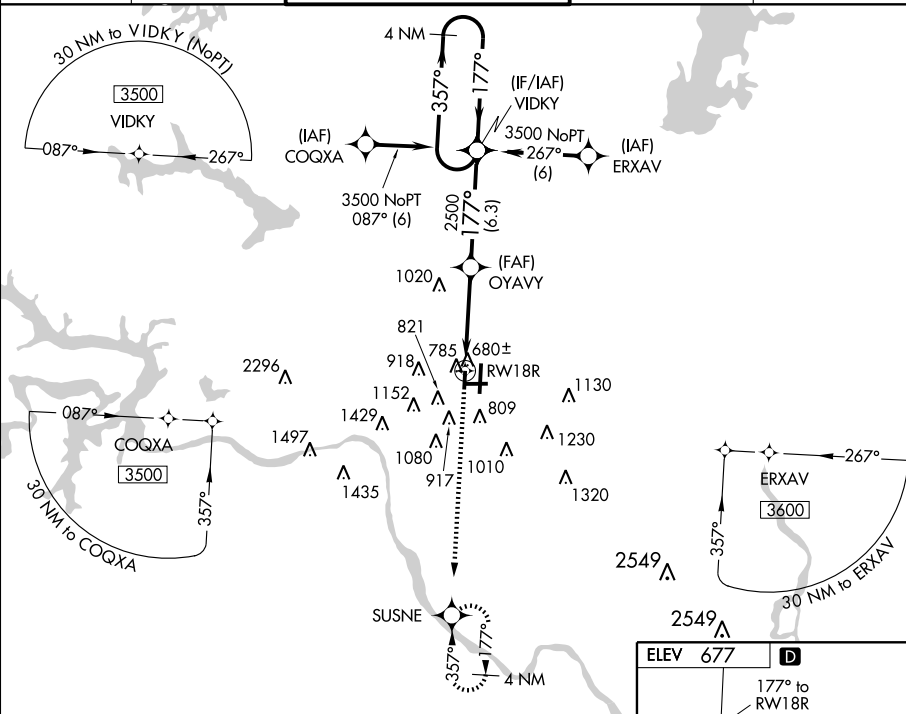
# RNAV (GPS) Y RWY 18R

TULSA INTL (TUL)

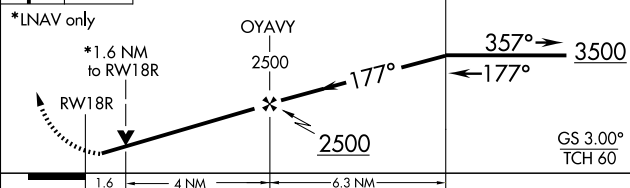
**V** Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
**A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ASR

MISSED APPROACH: Climb to 3500  
direct SUSNE and hold

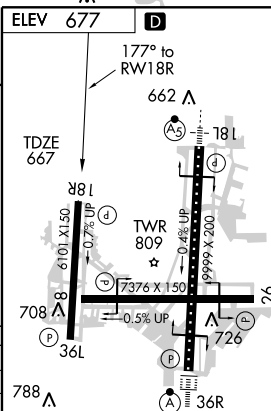
ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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3500 SUSNE VGSI and RNAV glidepath not coincident. 4 NM Holding Pattern



CATEGORY	A	B	C	D	E
LPV DA	867-3/4 200 (200-3/4)				
LNAV/VNAV DA	978-1 1/4 311 (400-1 1/4)				
LNAV MDA	1160-1 493 (500-1)	1160-1 1/4 493 (500-1 1/4)	1160-1 1/2 493 (500-1 1/2)	1160-1 3/4 493 (500-1 3/4)	
CIRCLING	1160-1 483 (500-1)	1160-1 1/2 483 (500-1 1/2)	1300-2 623 (700-2)	1300-2 1/4 623 (700-2 1/4)	



TDZ/CL Rwy 36R  
HIRL Rwys 8-26, 18L-36R and 18R-36L  
REIL Rwys 8, 18R, 26 and 36L

WAAS CH <b>93814</b> <b>W26A</b>	APP CRS <b>263°</b>	Rwy Idg TDZE Apt Elev	<b>7376</b> <b>651</b> <b>677</b>
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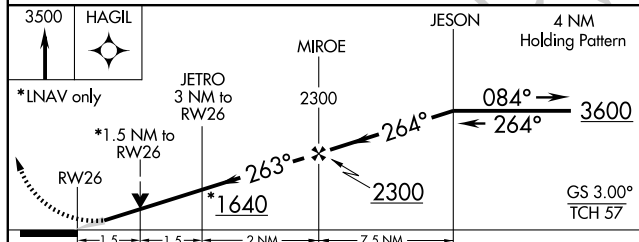
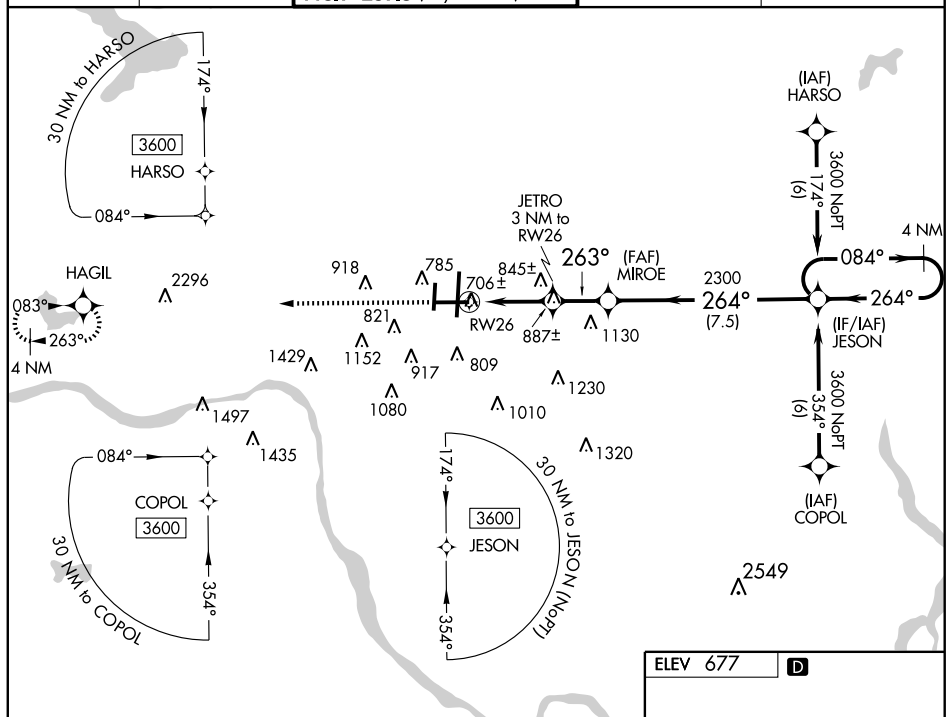
# RNAV (GPS) Y RWY 26

TULSA INTL (TUL)

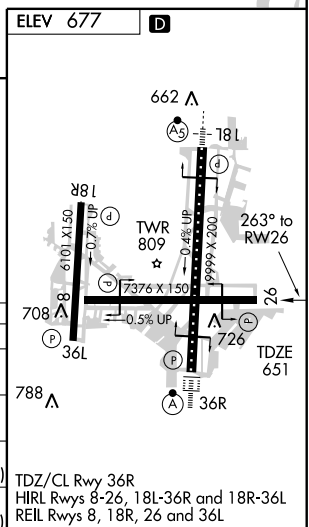
**⚠** Circling NA for Cat E south of Rwy 8-26.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F)  
 or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to  
3500 direct HAGIL and hold.

ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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CATEGORY	A	B	C	D	E
LPV DA	851-3/4 200 (200-3/4)				
LNAV/VNAV DA	1088-1 1/2 437 (500-1 1/2)				
LNAV MDA	1160-1 509 (500-1)	1160-1 1/2 509 (500-1 1/2)		1160-1 3/4 509 (500-1 3/4)	
CIRCLING	1160-1 483 (500-1)	1160-1 1/2 483 (500-1 1/2)	1300-2 623 (700-2)	1300-2 1/4 623 (700-2 1/4)	



APP CRS	Rwy Idg	<b>6101</b>
<b>177°</b>	TDZE	<b>667</b>
	Apt Elev	<b>677</b>

# RNAV (RNP) Z RWY 18R

TULSA INTL (TUL)

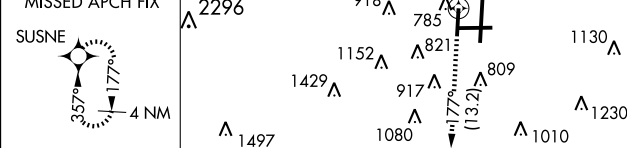
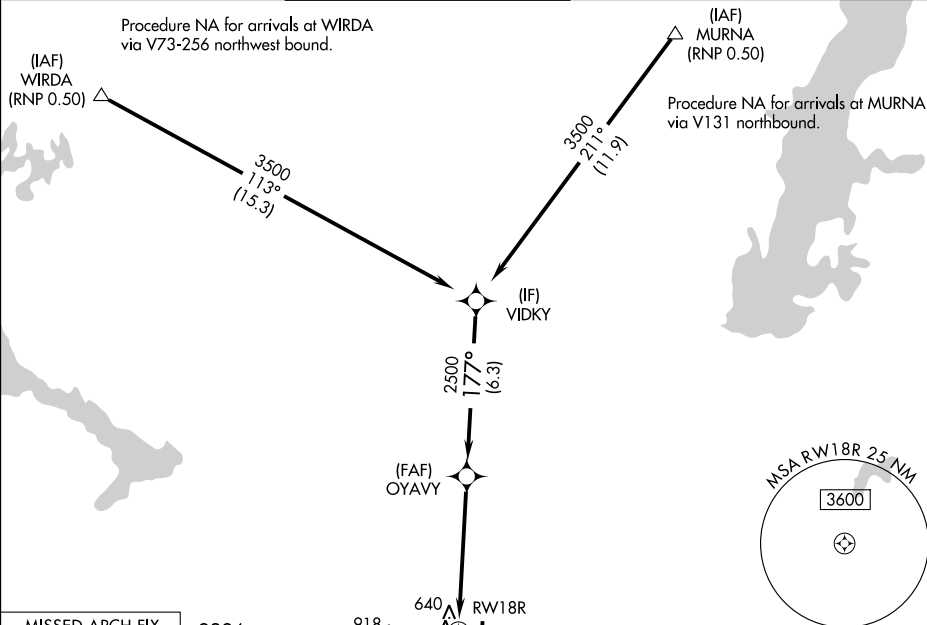


GPS required.

For uncompensated Baro-VNAV systems, procedure NA below -13°C (7°F) or above 47°C (118°F).

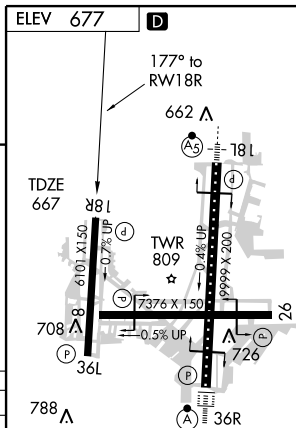
MISSED APPROACH: Climb to 3800 on track 177° to SUSNE and hold.

ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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CATEGORY	A	B	C	D
RNP 0.27 DA		970-1	303 (300-1)	
RNP 0.30 DA		978-1¼	311 (400-1¼)	

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED.**



TDZ/CL Rwy 36R  
HIRL Rwys 8-26, 18L-36R and 18R-36L  
REIL Rwys 8, 18R, 26 and 36L



APP CRS <b>263°</b>	Rwy Idg <b>7376</b>
	TDZE <b>651</b>
	Apt Elev <b>677</b>

# RNAV (RNP) Z RWY 26

TULSA INTL (TUL)

**GPS required.**  
 For uncompensated Baro-VNAV systems, procedure  
 NA below -13°C (7°F) or above 47°C (118°F).

MISSED APPROACH: Climb to 3700  
 on track 263° to HAGIL and hold.

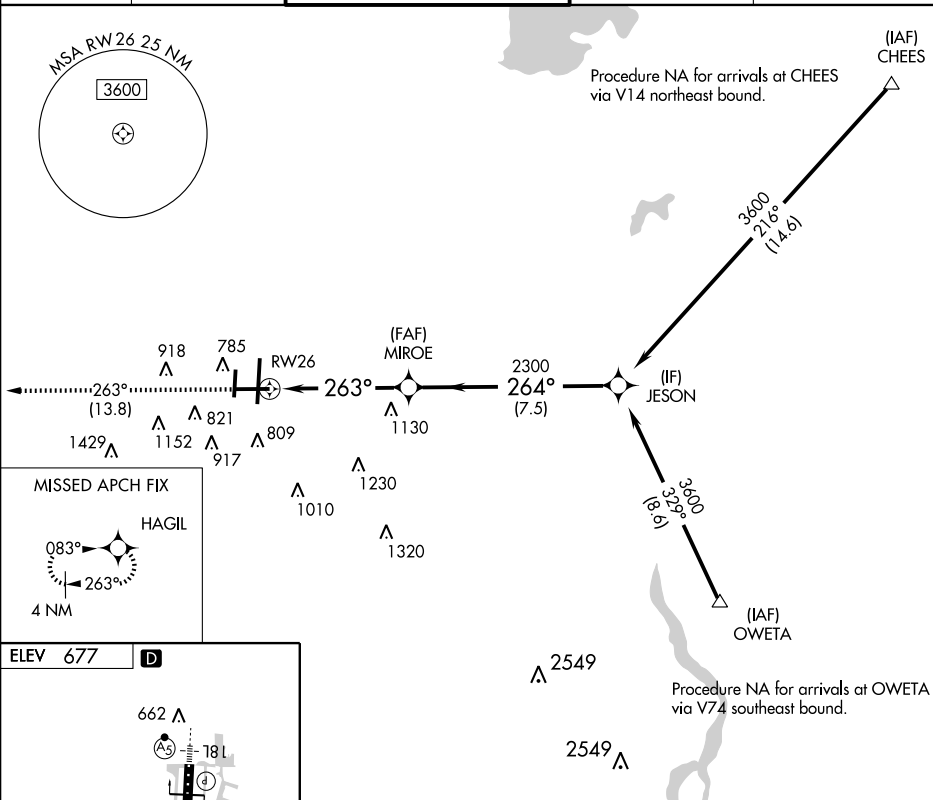
ATIS  
**124.9 377.2**

TULSA APP CON  
**124.0 338.3**

TULSA TOWER  
**121.2 310.8** (Rwys 18L-36R, 8-26)  
**118.7 257.8** (Rwy 18R-36L)

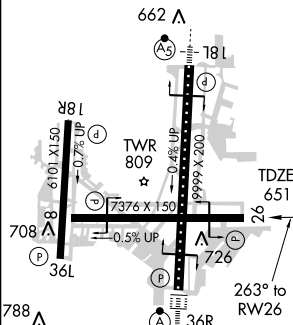
GND CON  
**121.9 348.6**

CLNC DEL  
**134.05 284.7**

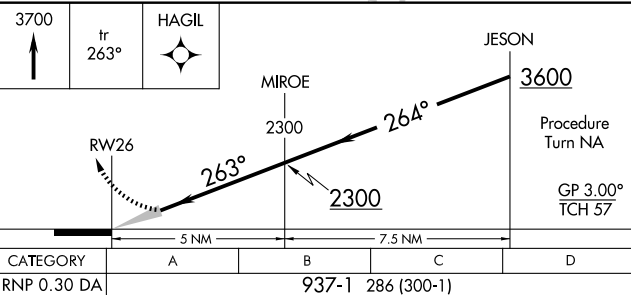


ELEV 677

**D**



TDZ/CL Rwy 36R  
 HIRL Rwys 8-26, 18L-36R and 18R-36L  
 REIL Rwys 8, 18R, 26 and 36L



**SPECIAL AIRCRAFT AND AIRCREW  
 AUTHORIZATION REQUIRED.**

(TUL5.TUL) 09351

# TULSA FIVE DEPARTURE

SL-432 (FAA)

TULSA, INTL (TUL)  
TULSA, OKLAHOMA

ATIS 124.9 377.2  
CLNC DEL  
134.05 284.7  
TULSA TOWER  
118.7 257.8 RWY 18R-36L  
121.2 310.8 RWYS 18L-36R, 8-26

WESTBOUND  
DEPARTURE FREQ  
124.0 338.3

CHANUTE  
109.2 CNU  
Chan 29  
N37°37.57'-W95°35.61'  
L-10-15, H-5

FARMINGTON  
115.7 FAM  
Chan 104  
N37°40.41'-W90°14.04'  
L-16, H-5

NEOSHO  
117.3 EOS  
Chan 120  
N36°50.55'-W94°26.14'  
L-16, H-6

SPRINGFIELD  
116.9 SGF  
Chan 116  
N37°21.36'-W93°20.04'  
L-16, H-5

BARTLESVILLE  
117.9 BVO  
Chan 126  
N36°50.06'-W96°01.10'  
L-15, H-6

KINGFISHER  
114.7 IFI  
Chan 94  
N35°48.32'-W98°00.24'  
L-15, H-6

TULSA  
114.4 TUL  
Chan 91  
N36°11.78'-W95°47.29'  
L-15, H-6

RAZORBACK  
116.4 RZC  
Chan 111  
N36°14.79'-W94°07.28'  
L-16, H-6

WILL ROGERS  
114.1 IRW  
Chan 88  
N35°21.52'-W97°36.55'  
L-15, H-6

FORT SMITH  
110.4 FSM  
Chan 41  
N35°23.30'-W94°16.29'  
L-16, H-6

ARDMORE  
116.7 ADM  
Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

McALESTER  
112.0 MLC  
Chan 57  
N34°50.97'-W95°46.94'  
L-17, H-6

MAVERICK  
113.1 TTT  
Chan 78  
N32°52.15'-W97°02.43'  
L-17, H-6

EASTBOUND  
DEPARTURE FREQ  
119.1 351.8

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

**LOST COMMUNICATIONS:** Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

TULSA FIVE DEPARTURE  
(TUL5.TUL) 09351

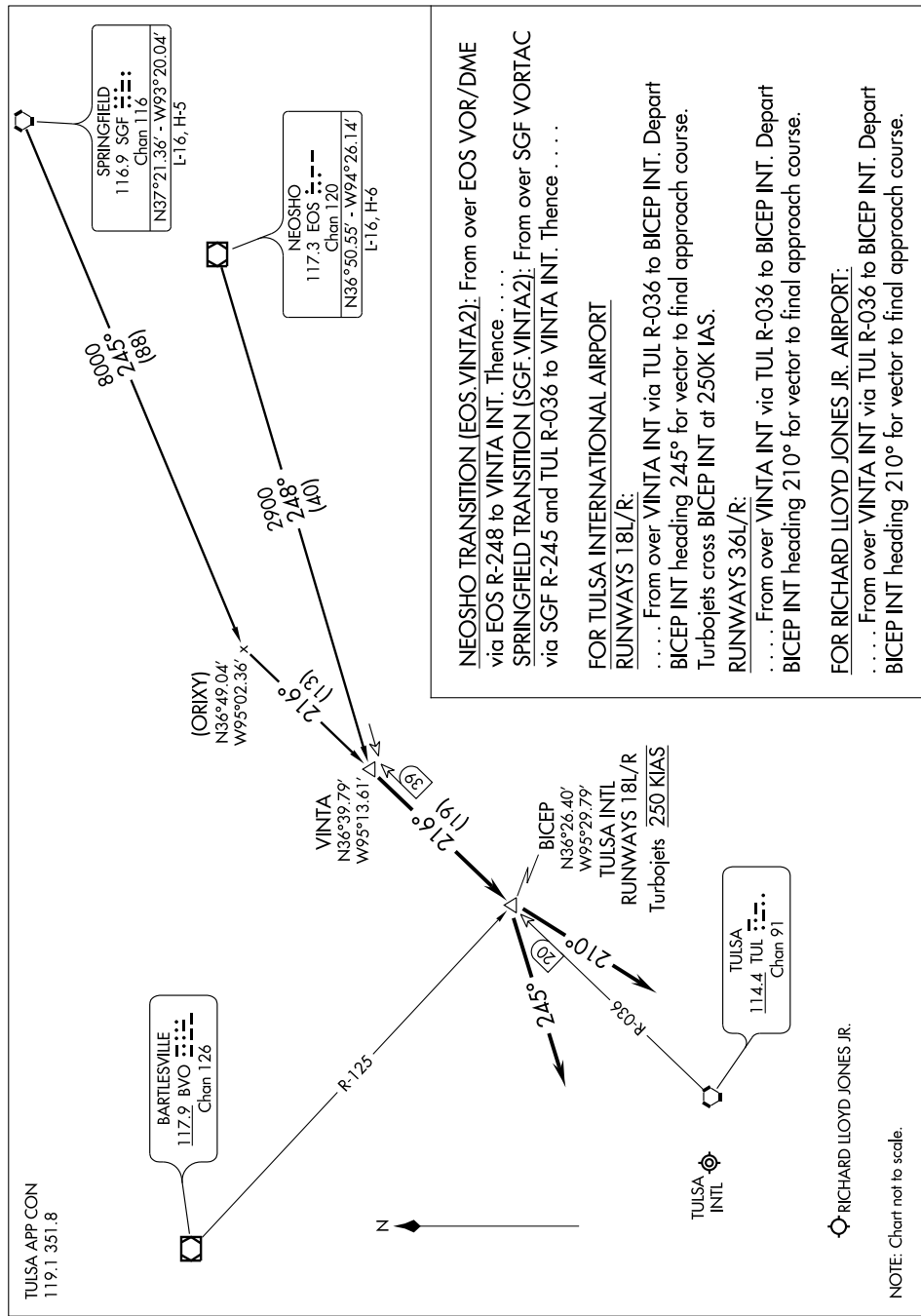
TULSA, OKLAHOMA  
TULSA INTL (TUL)

SC-1, 21 OCT 2010 to 18 NOV 2010

# VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

SC-1, 21 OCT 2010 to 18 NOV 2010



SC-1, 21 OCT 2010 to 18 NOV 2010

# VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

VORTAC TUL <b>114.4</b> Chan <b>91</b>	APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>7376</b> <b>671</b> <b>677</b>
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# VOR/DME RWY 8

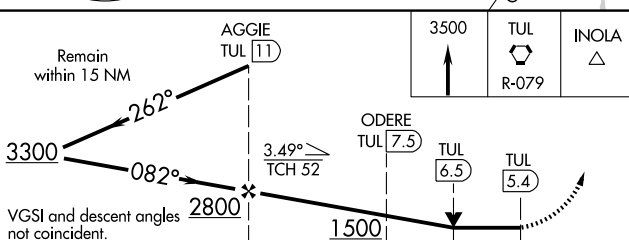
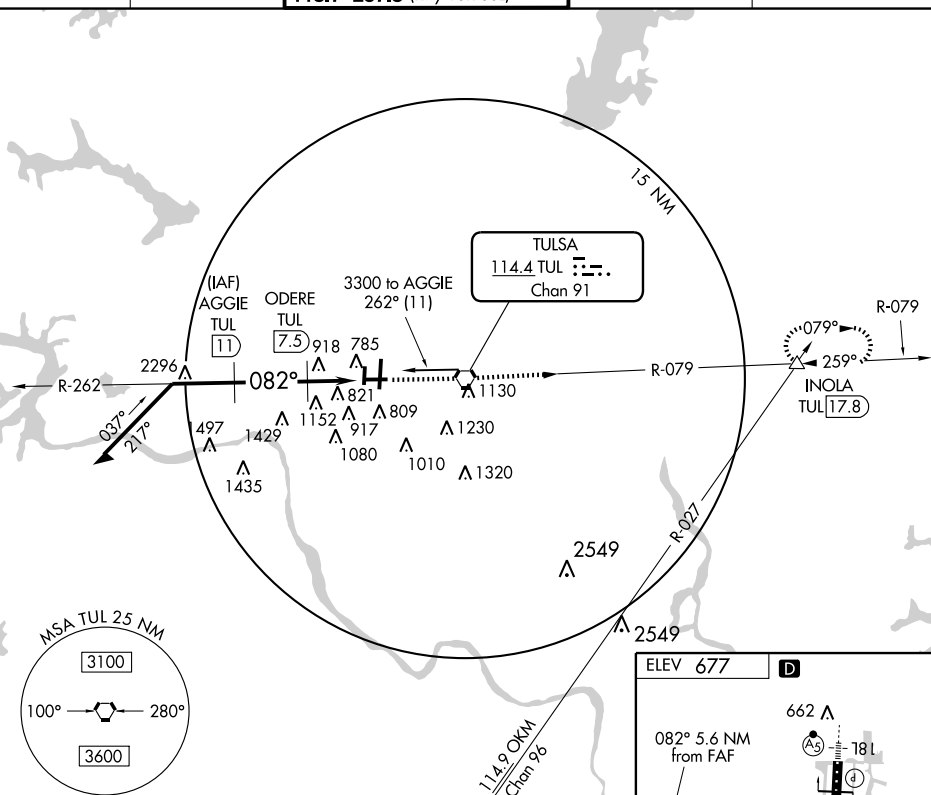
TULSA INTL (TUL)



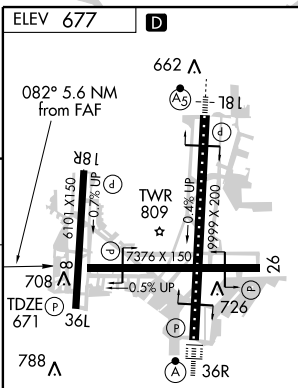
Circling NA for Cat E south of Rwy 8-26.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct TUL VORTAC then via TUL R-079 to INOLA INT/TUL 17.8 DME and hold.

ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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CATEGORY	A	B	C	D	E
S-8	1080-1	409 (500-1)	1080-1½	409 (500-1½)	1080-1½
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2½ 623 (700-2½)



TDZ/CL Rwy 36R  
HRL Rwys 8-26, 18L-36R and 18R-36L  
REIL Rwys 8, 18R, 26 and 36L

VORTAC TUL <b>114.4</b> Chan <b>91</b>	APP CRS <b>262°</b>	Rwy Idg <b>7376</b> TDZE <b>651</b> Apt Elev <b>677</b>
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VOR or TACAN RWY 26  
TULSA INTL (TUL)

**T**  
**A**  
ASR

Circling NA for Cat E south of Rwy 8-26.

**MISSED APPROACH:** Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

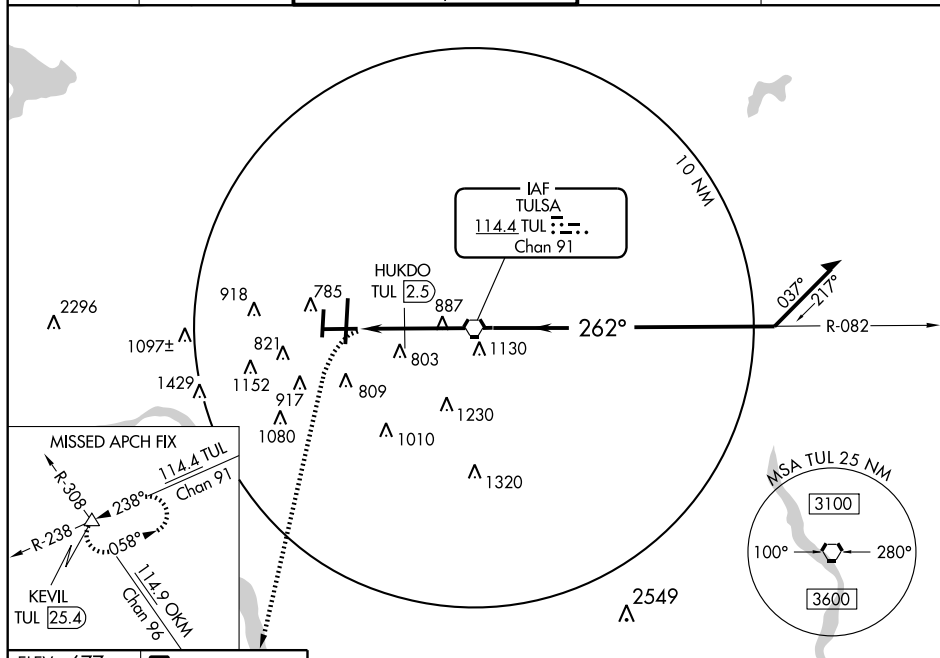
ATIS  
**124.9 377.2**

TULSA APP CON  
**124.0 338.3**

TULSA TOWER	
121.2	310.8 (Rwys 18L-36R, 8-26)
118.7	257.8 (Rwy 18R-36L)

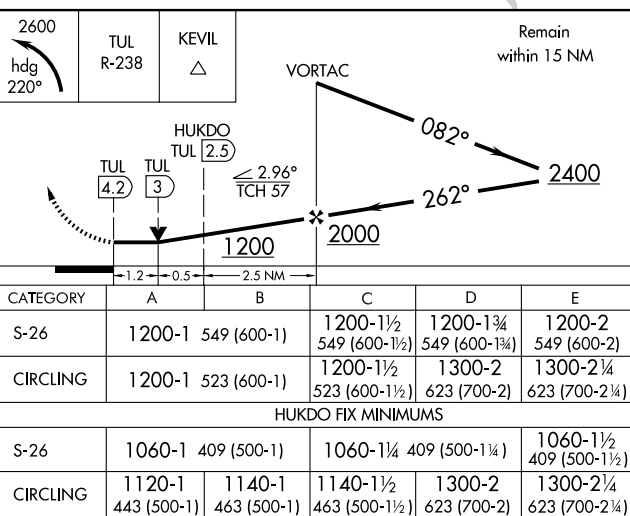
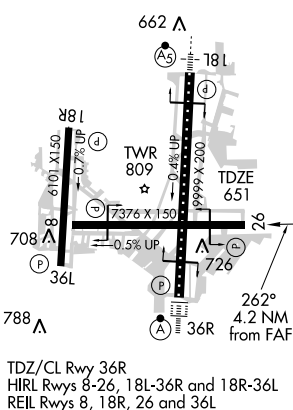
GND CON  
**121.9 348.6**

CLNC DEL  
**134.05 284.7**



ELEV 677

**D**



TULSA, OKLAHOMA  
Amdt 24 23SEP10

TULSA INTL (TUL)

36°12'N - 95°53'W

VOR or TACAN RWY 26

SC-1, 21 OCT 2010 to 18 NOV 2010

SC-1. 21 OCT 2010 to 18 NOV 2010

**VICI MUNI** (501) 1 S UTC-6(-5DT) N36°08.50' W99°18.19'

WICHITA

2268 NOTAM FILE MLC

RWY 16-34: H2565X50 (ASPH) S-8 LIRL

RWY 16: Tree.

AIRPORT REMARKS: Unattended. 145' Grain elevator 3200' NE fm end of Rwy 16.

COMMUNICATIONS: CTAF 122.9

**VINITA MUNI** (H04) 2 SE UTC-6(-5DT) N36°36.98' W95°09.08'

KANSAS CITY

696 B TPA-1496(800) NOTAM FILE MLC

L-15E

RWY 17-35: H3265X60 (ASPH) MIRL

RWY 17: Thld displcd 110'. Trees.

RWY 35: Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. +17' interstate highway 425' north of Rwy 17

AER. ACTIVATE MIRL Rwy 17-35-122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55' W94°26.14' 242° 37.1 NM to fld. 1200/7E.

**WAGONER****HEFNER-EASLEY** (H68) 2 E UTC-6(-5DT) N35°57.76' W95°20.51'

DALLAS-FT. WORTH

609 B NOTAM FILE MLC

L-15E

RWY 18-36: H3405X60 (ASPH) S-12.5 MIRL 0.4% up S

IAP

RWY 18: PAPI(P2L)-GA 3.0° TCH 31'. Trees.

RWY 36: PAPI(P2L)-GA 3.0° TCH 31'. Trees.

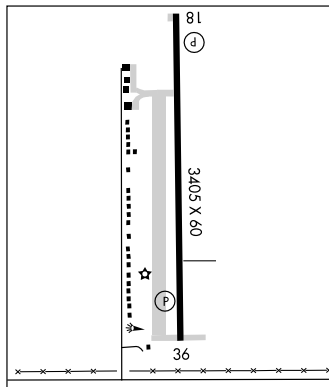
AIRPORT REMARKS: Unattended. N-S turf used for twy only. Ultralights on or invof arpt. Rwy 36 PAPI OTS indef. PAPI Rwy 18 unusable byd 7° left of course and 8° right of course. Rwy 18-36 MIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

TULSA APP/DEP CON 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE TUL.

TULSA (H) VORTACW 114.4 TUL Chan 91 N36°11.78' W95°47.29' 115° 25.8 NM to fld. 770/8E.

**WALTERS MUNI** (305) 4 W UTC-6(-5DT) N34°22.36' W98°24.35'

DALLAS-FT. WORTH

1058 B NOTAM FILE MLC

RWY 16-34: H2900X50 (ASPH) S-7 MIRL

RWY 16: P-line.

RWY 34: P-line.

AIRPORT REMARKS: Unattended. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

**WAMPA** N34°47.87' W95°49.24' NOTAM FILE MLC.

DALLAS-FT. WORTH

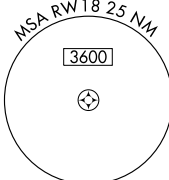
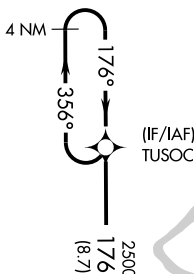
NDB (LOM) 344 ML 014° 5.4 NM to McAlester Rgnl.

APP CRS  
**176°**Rwy Idg **3405**  
TDZE **594**  
Apt Elev **598****RNAV (GPS) RWY 18**  
WAGONER/HEFNER-EASLEY (H68)Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.

TULSA APP CON  
**119.1 351.8**CTAF  
**122.9**

NoPT for arrival at TUSOC on V140.



ELEV 598

176° to  
RW184 NM  
Holding Pattern

TUSOC

WAGUR

2500

TUSOC

2500 ← 356°  
176° → 176° → 2500

3.05°  
TCH 37  
RW18

8.7 NM 5.8 NM

CATEGORY	A	B	C	D
LNAV MDA	1080-1	486 (500-1)	NA	NA
CIRCLING	1180-1	582 (600-1)	NA	NA

MRL Rwy 18-36

APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>3405</b> <b>598</b> <b>598</b>
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# RNAV (GPS) RWY 36

## WAGONER/HEFNER-EASLEY (H68)

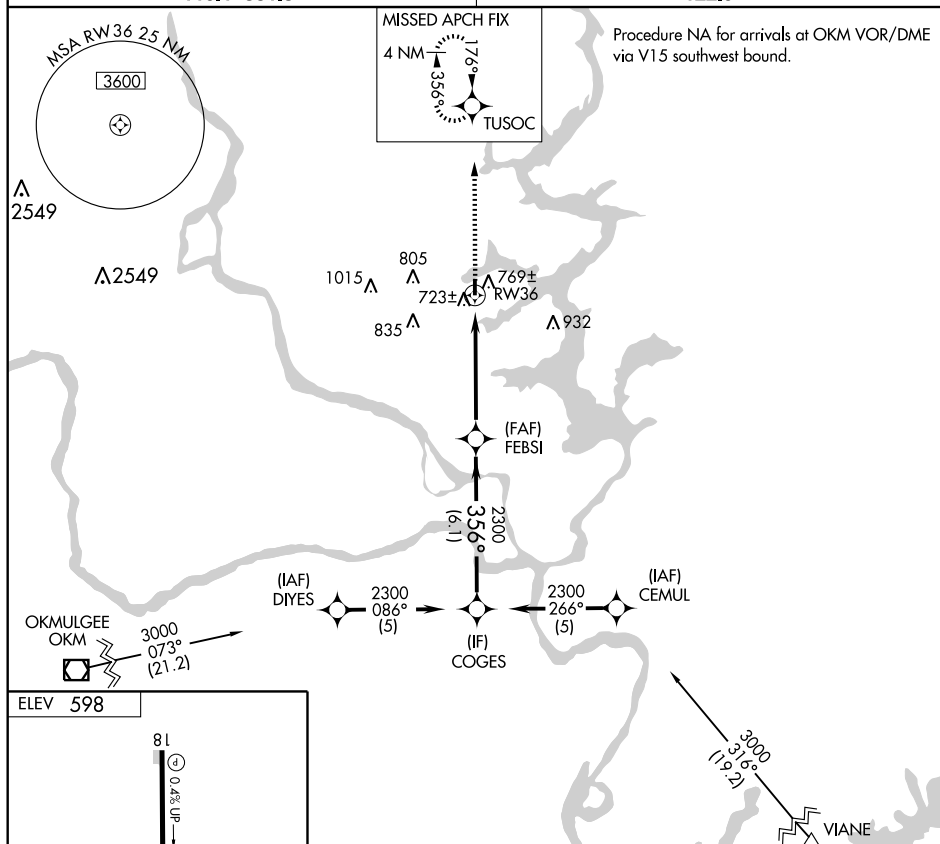
**▼** Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

**▲ NA** DME/DME RNP-0.3 NA.

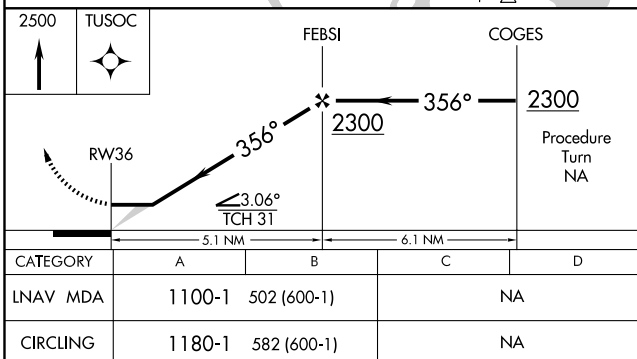
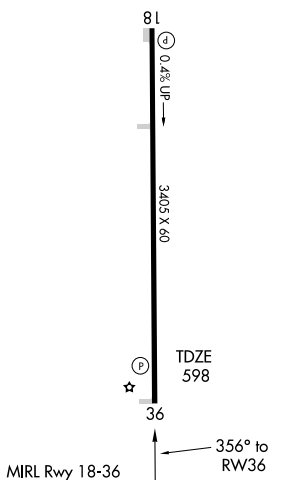
**MISSED APPROACH:** Climb to 2500 direct TUSOC and hold.

TULSA APP CON  
**119.1 351.8**

CTAF  
122.9



ELEV 598





**WATONGA RGNL** (JWG) 1 NW UTC-6(-5DT) N35°51.88' W98°25.25'

1550 B **FUEL** 100LL NOTAM FILE JWG

**RWY 17-35:** H4000X60 (ASPH) S-30 MIRL 0.5% up N

**RWY 17:** Rgt tfc. **RWY 35:** Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z†. For arpt attendant after hours call 580-623-5911. Golfers on west side of rwy. MIRL Rwy 17-35 preset low ints, to increase ints **ACTIVATE**—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 134.175 (580) 623-7388.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

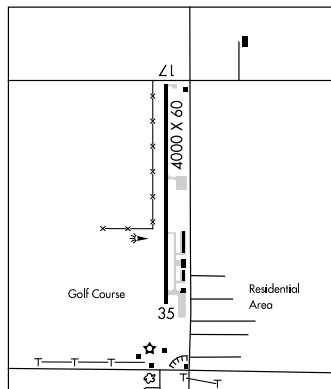
Ⓡ **VANCE APP/DEP CON** 120.525 (1 Mar-31 Oct) Mon-Fri 1300-0200Z†, (1 Nov-28 Feb) Mon-Fri 1300-0100Z†, (1 Mar-31 Oct) Sun 2100-0100Z†, (1 Nov-28 Feb) Sun 1900-2300Z†, clsd Sat and Federal holidays. Other times by NOTAM.

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 126.95. (1 Mar-31 Oct) Mon-Fri 0200-1300Z†, (1 Nov-28 Feb) Mon-Fri 0100-1300Z†, (1 Mar-31 Oct) Sun 0100-2100Z†, (1 Nov-28 Feb) Sun 2300-1900Z†, 24 hrs Sat and Federal holidays.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.

**KINGFISHER (H) VORTACW** 114.7 IFI Chan 94 N35°48.32' W98°00.24' 271° 20.6 NM to fld. 1110/9E.

**DALLAS-FT. WORTH**  
L-15D  
IAP



**WAYNOKA MUNI** (1K5) 2 SE UTC-6(-5DT) N36°34.00' W98°51.14'

1543 B NOTAM FILE MLC

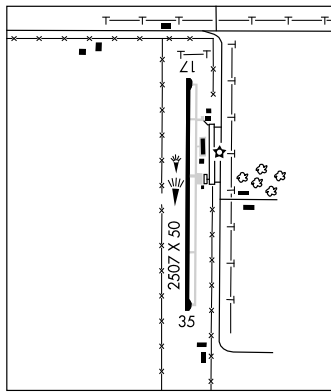
**RWY 17-35:** H2507X50 (ASPH) S-8 LIRL

**RWY 35:** Rgt tfc.

**AIRPORT REMARKS:** Unattended. Parallel twy clsd indef. LIRL OTS indef. Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9

**WICHITA**



APP CRS  
**173°**

Rwy Idg **4000**  
TDZE **1550**  
Apt Elev **1550**

# RNAV (GPS) RWY 17

WATONGA RGNL (JWG)

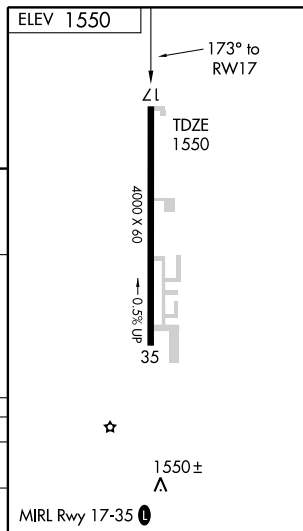
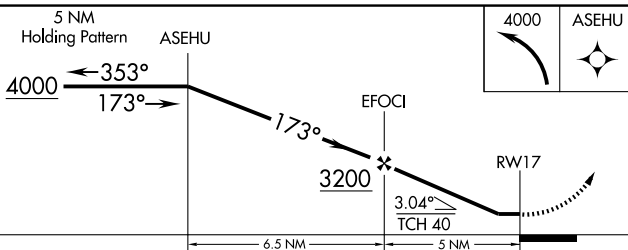
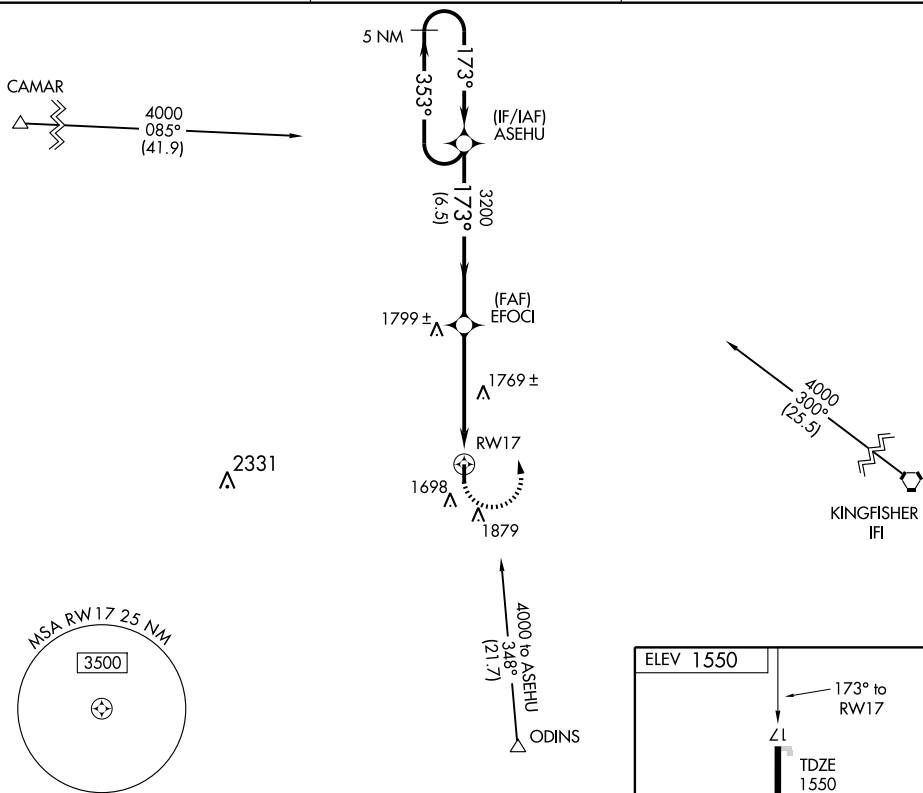
**▼** If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.  
**▲ NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct ASEHU and hold.

AWOS-3  
**134.175**

VANCE APP CON ★  
**120.525 306.3**

UNICOM  
**122.8 (CTAF) ①**



CATEGORY	A	B	C	D
RNAV MDA	2060-1	510 (600-1)	2060-1½ 510 (600-1½)	NA
CIRCLING	2060-1 510 (600-1)	2240-1 690 (700-1)	2240-2 690 (700-2)	NA

VORTAC IFI <b>114.7</b> Chan <b>94</b>	APP CRS <b>271°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1550</b>
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VOR/DME-A  
WATONGA RGNL (JWG)

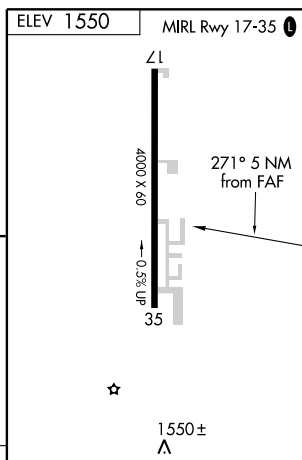
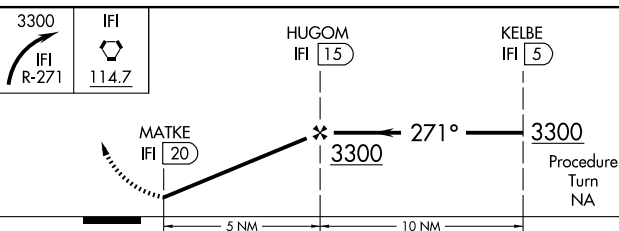
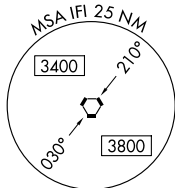
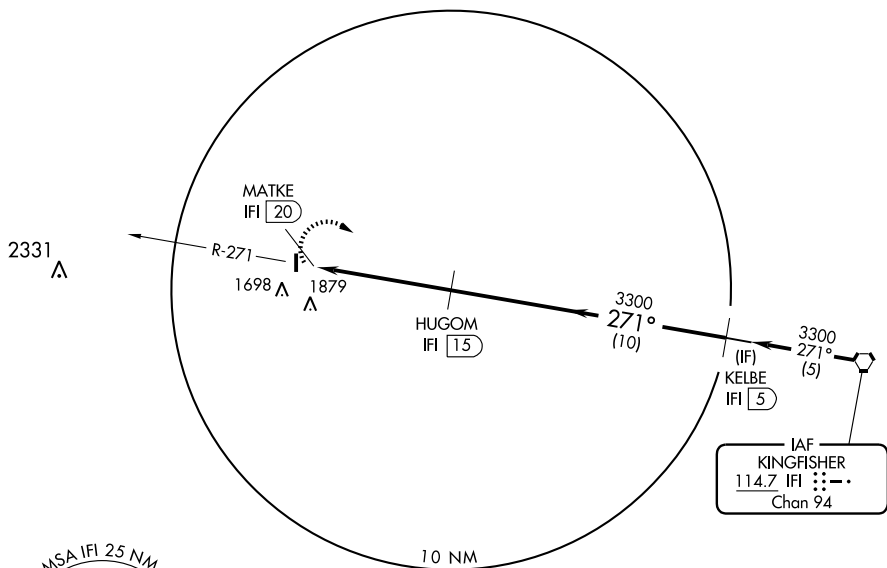
**T** If local altimeter setting not received, use Clinton Rgnl  
**A NA** altimeter setting and increase all MDAs 100 feet.

**MISSED APPROACH:** Climbing right turn to 3300 via IFI R-271 to IFI VORTAC.

AWOS-3  
**134,175**

VANCE APP CON★  
120.525 306.3

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C
CIRCLING	2180-1 630 (700-1)	2240-1¼ 690 (700-1¼)	2240-2 690 (700-2)

Knots	60	90	120	150	180
Min:Sec					

WATONGA, OKLAHOMA

Amdt 3 07298

35°52' N-98°25' W

WATONGA RGNL (JWG)  
VOR/DME-A

SC-1. 21 OCT 2010 to 18 NOV 2010

SC-1, 21 OCT 2010 to 18 NOV 2010

## WEATHERFORD

**THOMAS P. STAFFORD** (OJA) 2 NE UTC-6(-5DT) N35°32.69' W98°40.11'

DALLAS-FT. WORTH

1605 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MLC

L-15D

RWY 17-35: H4400X75 (CONC) S-30, D-48 MIRL

IAP

RWY 17: PAPI (P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: PAPI (P2L)—GA 3.0° TCH 38'. P-line.

AIRPORT REMARKS: Attended 1400-0000Z.

WEATHER DATA SOURCES: AWOS-3 118.575 (580) 772-7020.

COMMUNICATIONS: CTAF/UNICOM 122.8

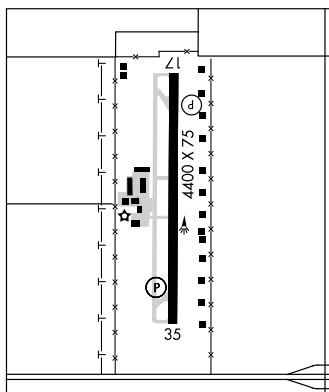
GCO 135.075 (FLIGHT SERVICES)

FORT WORTH CENTER APP/DEP CON 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

KINGFISHER (H) VORTACW 114.7 IFI Chan 94 N35°48.32'

W98°00.24' 236° 36.0 NM to fld. 1110/9E.



**WESTPORT** (4F1) 2 E UTC-6(-5DT) N36°13.34' W96°20.77'

KANSAS CITY

900 TPA-1500(600) NOTAM FILE MLC

RWY 03-21: H2900X42 (ASPH) S-10, D-12.5 MIRL

AIRPORT REMARKS: Attended irregularly. Rwy 21 steep uphill slope up to 130' at end of rwy. ACTIVATE MIRL Rwy 03-21—CTAF.

COMMUNICATIONS: CTAF 122.9

**WEST WOODWARD** (See WOODWARD)

**WILBURTON MUNI** (H05) 4 W UTC-6(-5DT) N34°55.20' W95°23.64'

DALLAS-FT. WORTH

670 B NOTAM FILE MLC

L-17D

RWY 17-35: H3000X60 (ASPH) S-2 MIRL

RWY 17: Trees. RWY 35: Trees.

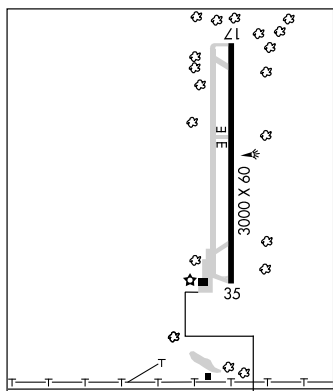
AIRPORT REMARKS: Unattended. Deer on and invov rwy. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLC.

MC ALESTER (L) VORTACW 112.0 MLC Chan 57 N34°50.97'

W95°46.94' 069° 19.6 NM to fld. 820/8E. HIWAS.



**WILEY POST** (See OKLAHOMA CITY)

**WILLIAM POGUE** N36°10.38' W96°09.25' NOTAM FILE MLC.

KANSAS CITY

NDB (MHW) 362 OWP at William R. Pogue Muni. Unmonitored.

I-15E

**WILLIAM R. POGUE MUNI** (See SAND SPRINGS)

**WILL ROGERS WORLD** (See OKLAHOMA CITY)

APP CRS **174°**  
Rwy Idg **4400**  
TDZE **1605**  
Apt Elev **1605**

**RNAV (GPS) RWY 17**

WEATHERFORD/THOMAS P. STAFFORD (OJA)

**▽** If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.  
**△** NA Visibility reduction by helicopters NA.

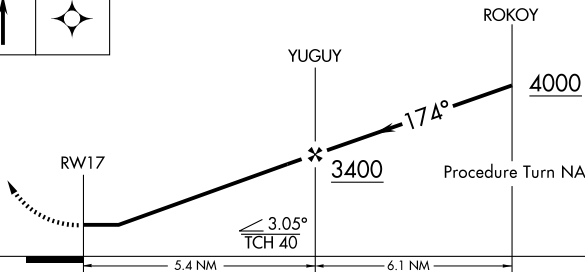
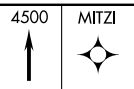
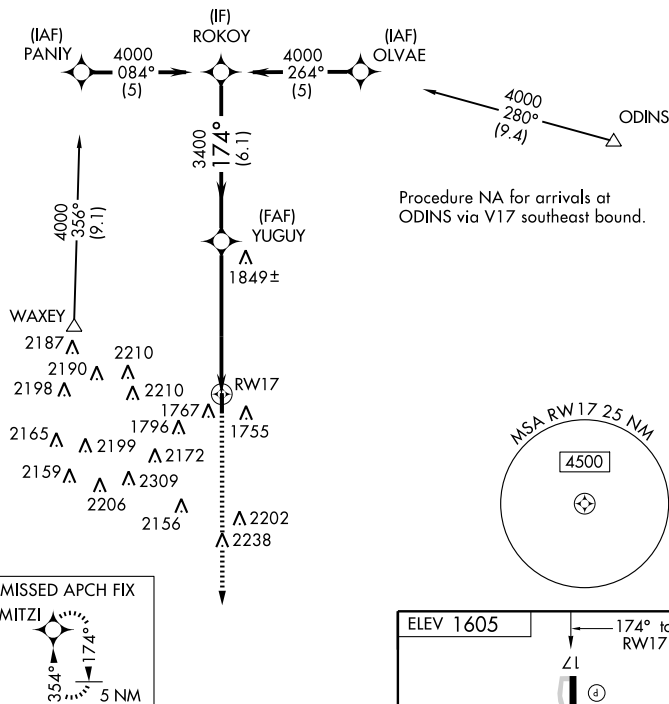
MISSED APPROACH: Climb to 4500 direct MITZI and hold.

AWOS-3  
**118.575**

FORT WORTH CENTER  
**128.4 269.375**

UNICOM  
**122.8 (CTAF)**

GCO  
**135.075**



CATEGORY	A	B	C	D
RNAV MDA	2100-1	495 (500-1)	2100-1¼ 495 (500-1¼)	NA
CIRCLING	2100-1 495 (500-1)	2120-1 515 (600-1)	2140-1½ 535 (600-1½)	NA

MIRL Rwy 17-35

# RNAV (GPS) RWY 35

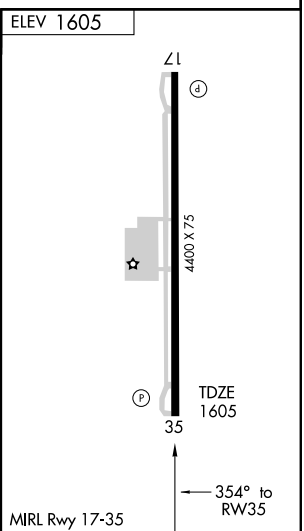
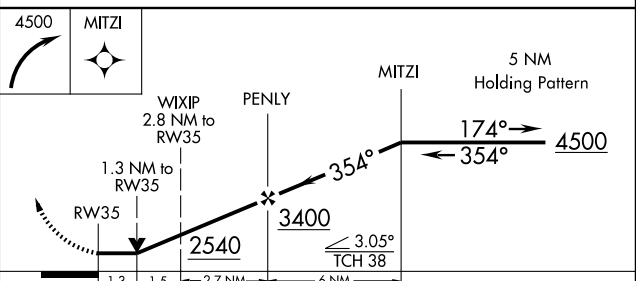
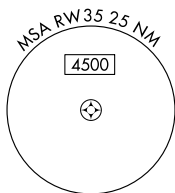
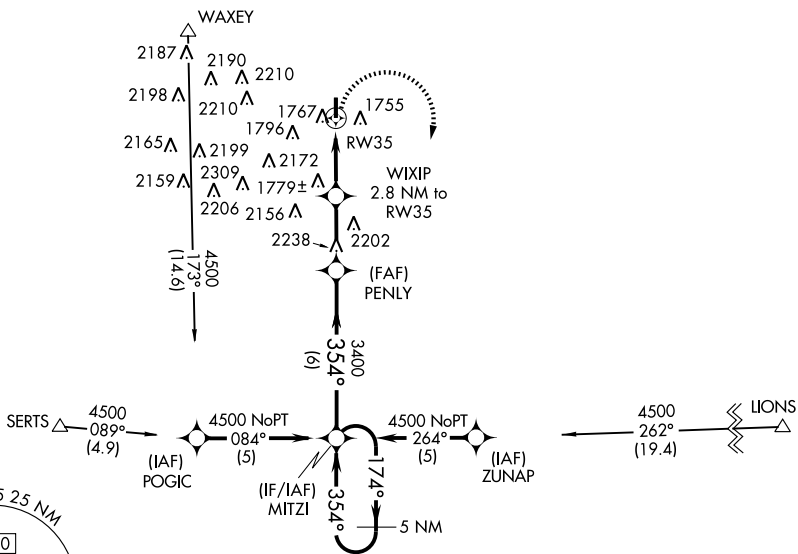
WEATHERFORD/THOMAS P. STAFFORD (OJA)

APP CRS	Rwy Idg	<b>4400</b>
<b>354°</b>	TDZE	<b>1605</b>
	Apt Elev	<b>1605</b>

**▼** If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Clinton Rgnl altimeter setting.

**MISSED APPROACH:** Climbing right turn to 4500 direct MITZI and hold.

<b>AWOS-3</b> <b>118.575</b>	<b>FORT WORTH CENTER</b> <b>128.4 269.375</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>	<b>GCO</b> <b>135.075</b>
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CATEGORY	A	B	C	D
RNAV MDA	2040-1	435 (500-1)	2040-1½ 435 (500-1½)	NA
CIRCLING	2080-1 475 (500-1)	2120-1 515 (600-1)	2140-1½ 535 (600-1½)	NA

MIRL Rwy 17-35

# RNAV (GPS) RWY 35

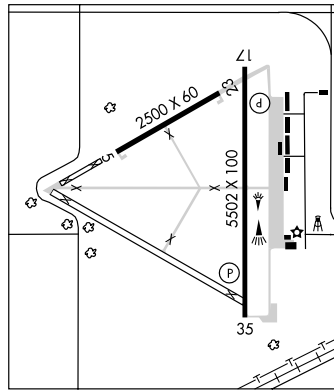
**WOODRING** N36°22.43' W97°47.29' NOTAM FILE WDG.  
 (T) VORW/DME 109.0 ODG Chan 27 at Enid Woodring Rgnl. 1149/08E.  
 RCO 122.6 (MC ALESTER RADIO)

WICHITA  
 L-15D

## WOODWARD

**WEST WOODWARD** (WWR) 6 W UTC-6(-5DT) N36°26.28' W99°31.36'  
 2189 B S2 **FUEL** 100LL, JET A NOTAM FILE WWR  
**RWY 17-35:** H5502X100 (CONC) S-30, D-60 MIRL 0.5% up S  
**RWY 17:** PAPI(P4L)—GA 3.0° TCH 39'.  
**RWY 35:** PAPI(P4L)—GA 3.0° TCH 40'.  
**RWY 05-23:** H2500X60 (ASPH) MIRL  
**RWY 05:** Trees. **RWY 23:** Rgt tfc.  
**AIRPORT REMARKS:** Attended 1400-0200Z†. Ultralight activity on and  
 invof arpt. Center twy clsd indef.  
**WEATHER DATA SOURCES:** AWOS-3 118.425 (580) 254-5217. Visibility  
 unreliable.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**KANSAS CITY CENTER APP/DEP CON** 126.95  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAG.  
**MITBEE (H) VORTACW** 115.6 MMB Chan 103 N36°20.62'  
 W99°52.81' 61.8° 18.2 NM to fld. 2430/10E. **HIWAS.**

WICHITA  
 H-6H, L-15C  
 IAP



WAAS CH <b>70614</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE <b>2176</b> Apt Elev <b>2189</b>
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**RNAV (GPS) RWY 17**

WOODWARD/WEST WOODWARD (WWR)

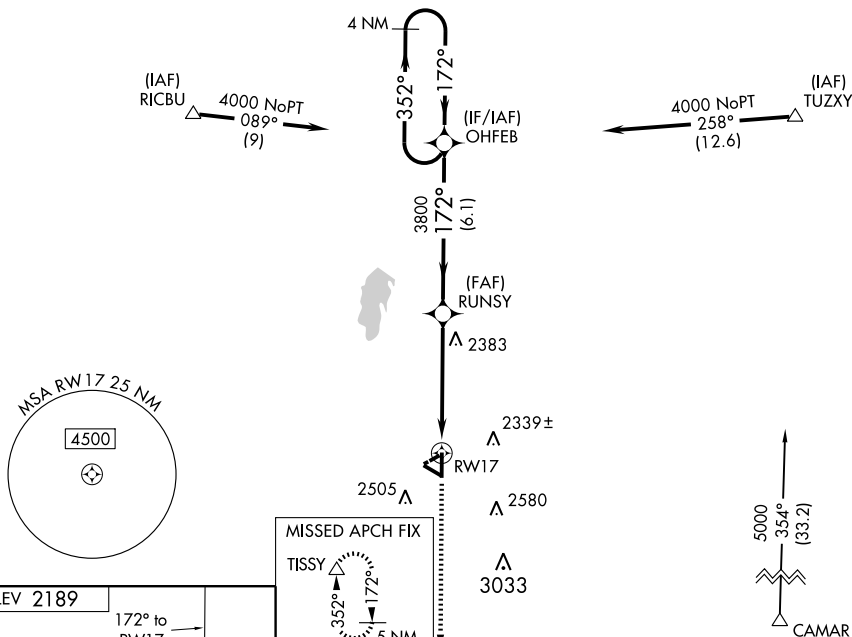
**▼** Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet.

**MISSED APPROACH:**  
Climb to 4500 direct  
TISSY and hold.

AWOS-3  
**118.425**

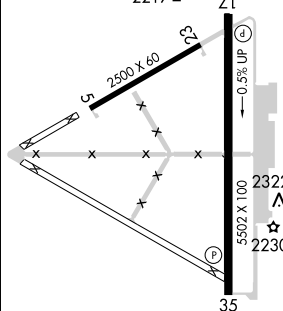
KANSAS CITY CENTER  
**126.95 379.2**

UNICOM  
**122.8 (CTAF)**



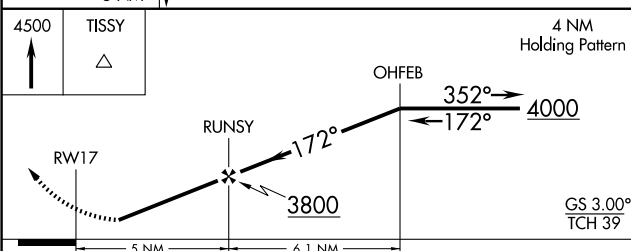
ELEV 2189

172° to  
RWY 17  
2217± Δ  
TDZE  
2176  
Z1



MIRL Rwy 5-23 and 17-35

MISSED APCH FIX  
TISSY  
4500  
TISSY  
Δ  
352°  
172°  
5 NM



CATEGORY	A	B	C	D
LPV DA	2426-1 250 (300-1)			
LNAV/VNAV DA	2572-1½ 396 (400-1½)			
LNAV MDA	2700-1 524 (600-1)	2700-1½ 524 (600-1½)	2700-1¾ 524 (600-1¾)	2700-2 524 (600-2)
CIRCLING	2700-1 511 (600-1)	2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)	2860-2½ 671 (700-2½)



WAAS CH <b>40314</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>5502</b> <b>2189</b> <b>2189</b>
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**RNAV (GPS) RWY 35**

WOODWARD/WEST WOODWARD (WWR)

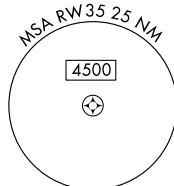
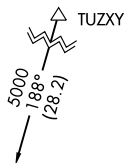
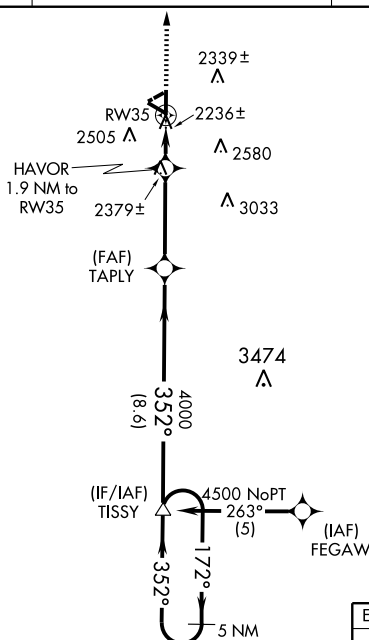
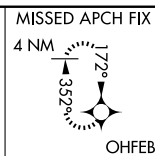
**▼** Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all LPA DA 40 feet, all LNAV/VNAV DA 304 feet, all MDA 40 feet. Increase LPV all Cats and LNAV Cat D visibilities ¼ mile, LNAV/VNAV all Cats visibility 1 mile.

**MISSED APPROACH:**  
Climb to 4000 direct  
OHFEB and hold.

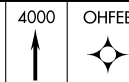
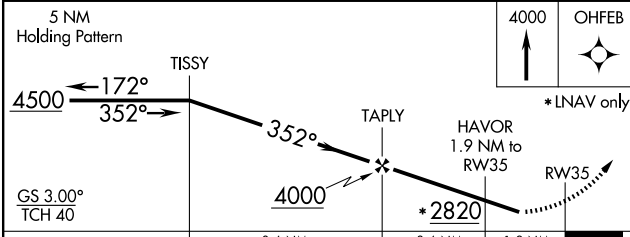
AWOS-3  
**118.425**

KANSAS CITY CENTER  
**126.95 379.2**

UNICOM  
**122.8 (CTAF)**

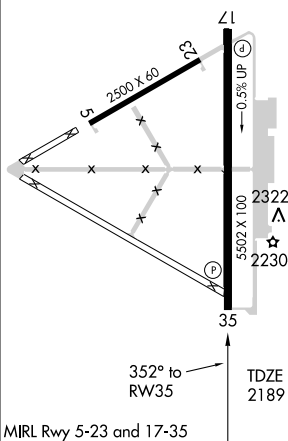


ELEV 2189



\*LNAV only

CATEGORY	A	B	C	D
LPV DA	2470-1 281 (300-1)			
LNAV/VNAV DA	2506-1¼ 317 (400-1¼)			
LNAV MDA	2700-1 511 (600-1)		2700-1½ 511 (600-1½)	
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)



MIRL Rwy 5-23 and 17-35

VORTAC MMB <b>115.6</b> Chan <b>103</b>	APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>2189</b>
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**VOR/DME-A**

WOODWARD/ WEST WOODWARD (WWR)

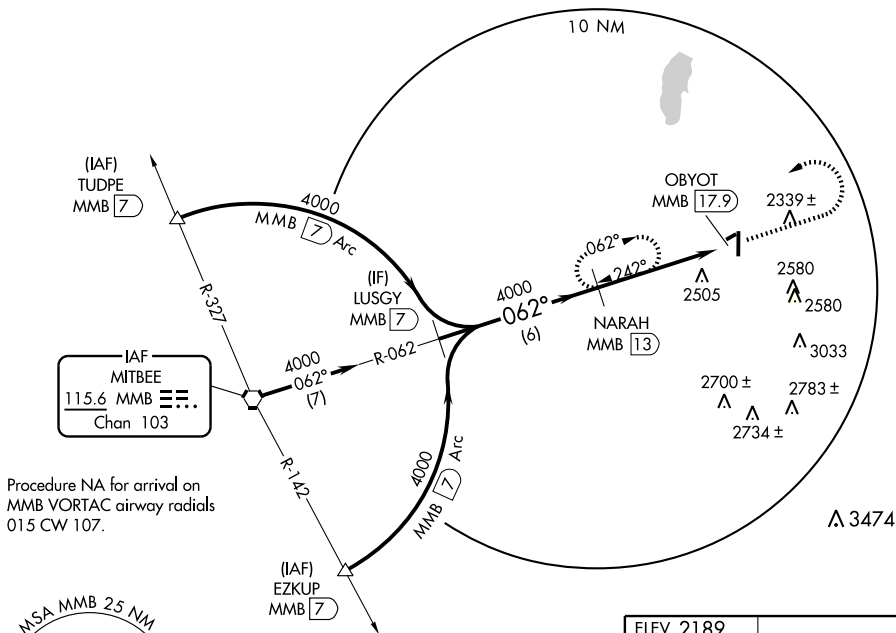
**▼** When local altimeter setting not received, use Gage  
**▲** altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000, then left turn via MMB  
 VORTAC R-062 to NARAH/MMB VORTAC 13 DME and hold.

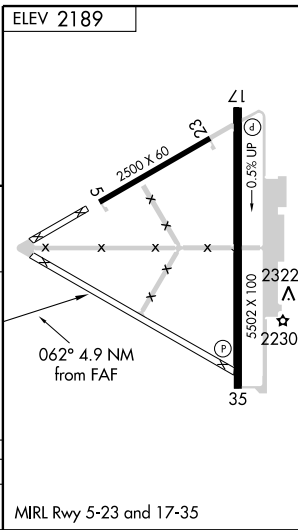
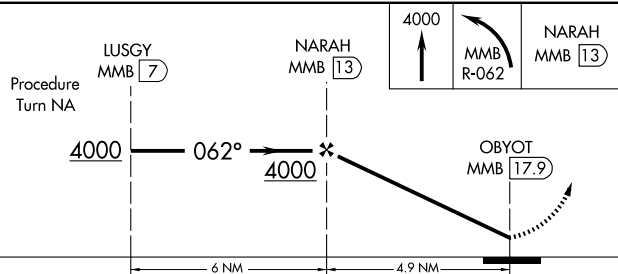
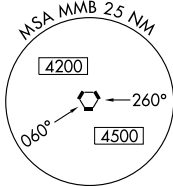
AWOS-3  
**118.425**

KANSAS CITY CENTER  
**126.95 379.2**

UNICOM  
**122.8 (CTAF)**



Procedure NA for arrival on  
 MMB VORTAC airway radials  
 015 CW 107.



CATEGORY	A	B	C	D
CIRCLING	2820-1	631 (700-1)	2860-2 671 (700-2)	2860-2 1/4 671 (700-2 1/4)